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106th Congress, 2d Session - - - - - House Report 106-1038

(106-115)

SUMMARY OF LEGISLATIVE AND OVERSIGHT ACTIVITIES

ONE HUNDRED SIXTH CONGRESS

FIRST SESSION

Convened JANUARY 6, 1999

Adjourned NOVEMBER 22, 1999

SECOND SESSION

Convened JANUARY 24, 2000

Adjourned DECEMBER 15, 2000

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

U.S. HOUSE OF REPRESENTATIVES



JANUARY 2, 2001.—Committed to the Committee of the Whole House on
the State of the Union and ordered to be printed

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WASHINGTON : 2001

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LETTER OF SUBMITTAL

JANUARY 2, 2001.

Hon. JEFF TRANDAHL,
Clerk, House of Representatives,
The Capitol, Washington, DC.

DEAR MR. TRANDAHL: In compliance with Rule XI, Clause 1(d) of the Rules of the House of Representatives, there is transmitted herewith the Summary of Activities of the Committee on Transportation and Infrastructure for the 106th Congress.

The purpose of this report is to provide the Members of the House of Representatives, and the general public, with an overview of the legislative and oversight activities conducted by the Committee pursuant to Rule X, Clause 1(q) of the Rules of the House of Representatives.

This document is intended as a general reference tool, and not as a substitute for the hearing records, reports, and other Committee files.

Sincerely Yours,

BUD SHUSTER,

Chairman, Committee on Transportation and Infrastructure.
Enclosure.

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Union Calendar No. 600

106TH CONGRESS } 2d Session	HOUSE OF REPRESENTATIVES	{ REPORT 106-1038
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SUMMARY OF LEGISLATIVE AND OVERSIGHT ACTIVITIES— COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

JANUARY 2, 2001.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

Mr. SHUSTER, from the Committee on Transportation and
Infrastructure, submitted the following

REPORT

PROVISIONS OF THE RULES OF THE HOUSE OF REP- RESENTATIVES APPLICABLE TO COMMITTEE ACTIVITIES; JURISDICTION OF THE HOUSE COMMITTEE ON TRANS- PORTATION AND INFRASTRUCTURE

“RULE X

“ESTABLISHMENT AND JURISDICTION OF STANDING COMMITTEES

“The Committees and Their Jurisdiction

“1. There shall be in the House the following standing committees, each of which shall have the jurisdiction and related functions assigned to it by this clause and clauses 2, 3, and 4; and all bills, resolutions, and other matters relating to subjects within the jurisdiction of any standing committee as listed in this clause shall (in accordance with and subject to clause 5) be referred to such committees, as follows:

“(q) Committee on Transportation and Infrastructure.

“(1) Coast Guard, including lifesaving service, lighthouses, lightships, ocean derelicts, and the Coast Guard Academy.

“(2) Federal management of emergencies and natural disasters.

“(3) Flood control and improvement of rivers and harbors.

“(4) Inland waterways.

“(5) Inspection of merchant marine vessels, lights and signals, lifesaving equipment, and fire protection on such vessels.

“(6) Navigation and the laws relating thereto, including pilotage.

“(7) Registering and licensing of vessels and small boats.

“(8) Rules and international arrangements to prevent collisions at sea.

“(9) Measures relating to the Capitol Building and the Senate and House office buildings.

“(10) Measures relating to the construction or maintenance of roads and post roads, other than appropriations therefor; but it shall not be in order for any bill providing general legislation in relation to roads to contain any provision for any specific road, nor for any bill in relation to a specific road to embrace a provision in relation to any other specific road.

“(11) Measures relating to the construction or reconstruction, maintenance, and care of the buildings and grounds of the Botanic Gardens, the Library of Congress, and the Smithsonian Institution.

“(12) Measures relating to merchant marine, except for national security aspects of merchant marine.

“(13) Measures relating to the purchase of sites and construction of post offices, customhouses, Federal courthouses, and Government buildings within the District of Columbia.

“(14) Oil and other pollution of navigable waters, including inland, coastal, and ocean waters.

“(15) Marine affairs (including coastal zone management) as they relate to oil and other pollution of navigable waters.

“(16) Public buildings and occupied or improved grounds of the United States generally.

“(17) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).

“(18) Related transportation regulatory agencies.

“(19) Roads and the safety thereof.

“(20) Transportation, including civil aviation, railroads, water transportation, transportation safety (except automobile safety), transportation infrastructure, transportation labor, and railroad retirement and unemployment (except revenue measures related thereto).

“(21) Water power.

BILLS ENACTED INTO LAW

Public Law No.	Date Enacted	Bill No.	Title
106-6	Mar. 31, 1999	S. 643	To authorize the Airport Improvements Program for two months, and for other purposes.
106-10	Apr. 5, 1999	H.R. 92	To designate the Federal building and United States courthouse located at 251 North Main Street in Winston-Salem, North Carolina, as the "Hiram H. Ward Federal Building and United States Courthouse".
106-11	Apr. 5, 1999	H.R. 158	To designate the Federal courthouse located at 316 North 26th Street in Billings, Montana, as the "James F. Battin Federal Courthouse".
106-12	Apr. 5, 1999	H.R. 233	To designate the Federal building located at 700 East San Antonio Street in El Paso, Texas, as the "Richard C. White Federal Building".
106-13	Apr. 5, 1999	H.R. 396	To designate the Federal building located at 1301 Clay Street in Oakland California, as the "Ronald V. Dellums Federal Building".
106-23	Apr. 19, 1999	H.R. 911	To designate the Federal building located at 310 New Bern Avenue in Raleigh, North Carolina, as the "Terry Sanford Federal Building".
106-27	May 17, 1999	S. 453	To designate the Federal building located at 709 West 9th Street in Juneau, Alaska, as the "Hurff A. Saunders Federal Building".
106-28	May 17, 1999	S. 460	To designate the United States courthouse located at 401 South Michigan Street in South Bend, Indiana, as the "Robert K. Rodibaugh United States Bankruptcy Courthouse".
106-31	May 21, 1999	H.R. 1141	Making emergency supplemental appropriations for the fiscal year ending September 30, 1999.
106-32	June 1, 1999	H.R. 1034	To declare a portion of the James River and Kanawha Canal in Richmond, Virginia, to be non-navigable waters of the United States for the purposes of title 46, United States Code, and the other maritime laws of the United States.
106-33	June 7, 1999	H.R. 1121	To designate the Federal building and United States courthouse located at 18 Greenville Street in Newnan, Georgia, as the "Lewis R. Morgan Federal Building and United States Courthouse".
106-48	Aug. 17, 1999	H.R. 211	To designate the Federal building and United States courthouse located at West 920 Riverside Avenue in Spokane, Washington, as the "Thomas S. Foley Federal Building and United States Courthouse", and the plaza at the south entrance of such building and courthouse as the "Walter F. Horan Plaza".
106-53	Aug. 17, 1999	S. 507	To provide for the conservation and development of water and related resources, to authorize the United States Army Corps of Engineers to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date Enacted	Bill No.	Title
106-59	Sept. 29, 1999	S. 1637	To extend through the end of the current fiscal year certain expiring Federal Aviation Administration authorizations.
106-68	Oct. 6, 1999	S. 1072	To make certain technical and other corrections relating to the Centennial of Flight Commemoration Act.
106-72	Oct. 19, 1999	S. 559	To designate the Federal building located at 300 East 8th Street in Austin, Texas, as the "J.J. 'Jake' Pickle Federal Building".
106-73	Oct. 19, 1999	H.R. 3036	To provide interim continuation of administration of motor carrier functions by the Federal Highway Administration.
106-77	Oct. 22, 1999	H.R. 560	To designate the Federal building located at 300 Recinto Sur Street in Old San Juan, Puerto Rico, as the "Jose V. Toledo United States Post Office and Courthouse".
106-91	Nov. 9, 1999	S. 437	To designate the United States courthouse under construction at 333 Las Vegas Boulevard in Las Vegas, Nevada, as the "Lloyd D. George United States Courthouse".
106-92	Nov. 19, 1999	S. 1652	To designate the Old Executive Office Building located at 17th Street and Pennsylvania Avenue, Northwest, in Washington, District of Columbia, as the "Dwight D. Eisenhower Executive Office Building".
106-109	Nov. 24, 1999	H.R. 2724	To make technical corrections to the Water Resources and Development Act of 1999.
106-159	Dec. 9, 1999	H.R. 3419	To amend title 49, United States Code, to establish the Federal Motor Carrier Safety Administration, and for other purposes.
106-162	Dec. 9, 1999	S. 67	To designate the headquarters building of the Department of Housing and Urban Development in Washington, District of Columbia, as the "Robert C. Weaver Federal Building".
106-166	Dec. 9, 1999	S. 1595	To designate the United States courthouse located at 401 West Washington Street in Phoenix, Arizona, as the "Sandra Day O'Connor United States Courthouse".
106-181	Apr. 5, 2000	H.R. 1000	To amend title 49, United States Code, to reauthorize programs of the Federal Aviation Administration, and for other purposes.
106-196	May 2, 2000	S. 1567	To designate the United States courthouse located at 223 Broad Street in Albany, Georgia, as the "C.B. King United States Courthouse".
106-203	May 22, 2000	H.R. 2412	To designate the Federal building and United States courthouse located at 1300 South Harrison Street in Fort Wayne, Indiana, as the "E. Ross Adair Federal Building and United States Courthouse".
106-204	May 22, 2000	S. 2370	To designate the Federal building located at 500 Pearl Street in New York City, New York, as the "Daniel Patrick Moynihan United States Courthouse".
106-218	June 21, 2000	H.R. 3639	To designate the Federal building located at 2201 C Street, Northwest, in the District of Columbia, currently headquarters for the Department of State, as the "Harry S. Truman Federal Building".
106-005	July 6, 2000	H.R. 3903	To deem the vessel M/V MIST COVE to be less than 100 gross tons, as measured under chapter 145 of title 46, United States Code.
106-266	Sept. 22, 2000	H.R. 1729	To designate the Federal facility located at 1301 Emmet Street in Charlottesville, Virginia, as the "Pamela B. Gwinn Hall".

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date Enacted	Bill No.	Title
106-267	Sept. 22, 2000	H.R. 1901	To designate the United States border station located in Pharr, Texas, as the "Kika de la Garza United States Border Station".
106-268	Sept. 22, 2000	H.R. 1959	To designate the Federal building located at 743 East Durango Boulevard in San Antonio, Texas, as the "Adrian A. Spears Judicial Training Center".
106-269	Sept. 22, 2000	H.R. 4608	To designate the United States courthouse located at 220 West Depot Street, in Greeneville, Tennessee, as the "James H. Quillen United States Courthouse".
106-284	Oct. 10, 2000	H.R. 999	To amend the Federal Water Pollution Act to improve the quality of coastal recreation waters, and for other purposes.
106-295	Oct. 13, 2000	H.R. 1162	To designate the bridge on United States Route 231 that crosses the Ohio River between Maceo, Kentucky, and Rockport, Indiana, as the "William H. Natcher Bridge".
106-296	Oct. 13, 2000	H.R. 1605	To designate the United States courthouse building located at 402 North Walnut Street and Prospect Avenue in Harrison, Arkansas, as the "Judge J. Smith Henley Federal Building".
106-304	Oct. 13, 2000	H.R. 4806	To designate the Federal building located at 1710 Alabama Avenue in Jasper, Alabama, as the "Carl Elliott Federal Building".
106-305	Oct. 13, 2000	H.R. 5284	To designate the United States customhouse located at 101 East Main Street in Norfolk, Virginia, as the "Owen B. Pickett United States Customhouse".
106-308	Oct. 13, 2000	S. 1794	To designate the Federal courthouse located at 145 East Simpson Avenue in Jackson, Wyoming, as the "Clifford P. Hansen Federal Courthouse".
106-390	Oct. 30, 2000	H.R. 707	To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to authorize a program for predisaster mitigation, to streamline the administration of disaster relief, to control the Federal cost of disaster assistance, and for other purposes.
106-407	Nov. 1, 2000	H.R. 3069	To authorize the Administrator of General Services to provide for redevelopment of the Southeast Federal Center in the District of Columbia.
106-424	Nov. 1, 2000	S. 2412	To amend title 49, United States Code, to authorize appropriations for the National Transportation Safety Board for the fiscal years 2000, 2001, 2002, and 2003, and for other purposes.
106-457	Nov. 7, 2000	S. 835	To encourage the restoration of estuary habitat through more efficient project financing and enhanced coordination of Federal and non-Federal restoration programs, and for other purposes.
106-477	Nov. 9, 2000	H.R. 5110	To designate the United States courthouse located at 3470 12th Street in Riverside, California, as the "George E. Brown, Jr. United States Courthouse".
106-478	Nov. 9, 2000	H.R. 5302	To designate the United States courthouse located at 1010 Fifth Avenue in Seattle, Washington, as the "William Kenzo Nakamura United States Courthouse".

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date Enacted	Bill No.	Title
106-489	Nov. 9, 2000	S. 893	To amend title 46, United States Code, to provide equitable treatment with respect to State and local income taxes for certain individuals who perform duties on vessels.
106-502	Nov. 13, 2000	H.R. 1444	To authorize the Secretary of the Army to develop and implement projects for fish screens, fish passage devices, and other similar measures to mitigate adverse impacts associated with irrigation system water diversions by local governmental entities in the States of Oregon, Washington, Montana, and Idaho.
106-506	Nov. 13, 2000	H.R. 3388	To promote environmental restoration around the Lake Tahoe basin.
106-528	Nov. 22, 2000	S. 2440	To amend title 49, United States Code, to improve airport security.
106-541	Dec. 11, 2000	S. 2796	A bill to provide for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.

BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED UPON BY THE SENATE

Bill Number	Passed House	Title
H.R. 130	3/23/99	To designate the United States Courthouse located at 40 Centre Street in New York, New York as the "Thurgood Marshall United States Courthouse".
H.R. 603	3/3/99	To amend title 49, United States Code, to clarify the application of the Act popularly known as the "Death on the High Seas Act" to aviation incidents.
H.R. 661	3/3/99	To direct the Secretary of Transportation to prohibit the commercial operation of supersonic transport category aircraft that do not comply with stage 3 noise levels if the European Union adopts certain aircraft noise regulations.
H.R. 673	5/4/00	To authorize the Administrator of the Environmental Protection Agency to make grants to the Florida Keys Aqueduct Authority and other appropriate agencies for the purpose of improving water quality throughout the marine ecosystem of the Florida Keys.
H.R. 686	5/4/99	To designate a United States courthouse in Brownsville, Texas, as the "Garza-Vela United States Courthouse".
H.R. 717	9/27/99	To amend title 49, United States Code, to regulate overflights of national parks, and for other purposes.
H.R. 728	7/17/00	To amend the Watershed Protection and Flood Prevention Act to authorize the Secretary of Agriculture to provide cost share assistance for the rehabilitation of structural measures constructed as part of water resource projects previously funded by the Secretary under such Act or related laws.
H.R. 751	3/23/99	To designate the Federal building and United States courthouse located at 504 Hamilton Street in Allentown, Pennsylvania, as the "Edward N. Cahn Federal Building and United States Courthouse".
H.R. 809	6/27/00	To amend the Act of June 1, 1948, to provide for reform of the Federal Protective Service.
H.R. 910	3/28/00	To authorize the Secretary of the Army, acting through the Chief of Engineers and in coordination with other Federal agency heads, to participate in the funding and implementation of a balanced, long-term solution to the problems of groundwater contamination, water supply, and reliability affecting the San Gabriel groundwater basin in CA, and for other purposes.
H.R. 1106	5/4/00	To authorize the Administrator of the Environmental Protection Agency to make grants to State agencies with responsibility for water source development for the purpose of maximizing available water supply and protecting the environment through the development of alternative water sources.

BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED UPON BY THE SENATE—
Continued

Bill Number	Passed House	Title
H.R. 1237	5/8/00	To amend the Federal Water Pollution Control Act to permit grants for the national estuary program to be used for the development and implementation of a comprehensive conservation and management plan, to reauthorize appropriations to carry out the program, and for other purposes.
H.R. 1279	3/28/00	To designate the Federal building and United States post office located at 223 Sharkey Street in Clarksdale, Mississippi, as the "Aaron E. Henry Federal Building and United States Post Office".
H.R. 1359	4/3/00	To designate the Federal building and United States courthouse to be constructed at 10 East Commerce Street in Youngstown, Ohio, as the "Frank J. Battisti and Nathaniel R. Jones Federal Building and United States Courthouse".
H.R. 1405	5/3/00	To designate the Federal building located at 143 West Liberty Street, Medina, Ohio, as the "Donald J. Pease Federal Building".
H.R. 2328	4/12/00	To amend the Federal Water Pollution Control Act to reauthorize the Clean Lakes Program.
H.R. 2513	11/2/99	To direct the Administrator of General Services to acquire a building located in Terre Haute, Indiana, and for other purposes.
H.R. 2679	10/14/99	To amend title 49, United States Code, to establish the National Motor Carrier Administration in the Department of Transportation, to improve the safety of commercial motor vehicle operators and carriers, to strengthen commercial driver's licenses, and for other purposes.
H.R. 2681	10/14/99	To establish a program, coordinated by the National Transportation Safety Board, of assistance to families of passengers involved in rail passenger accidents.
H.R. 2957	5/3/00	To amend the Federal Water Pollution Control Act to authorize funding to carry out certain water quality restoration projects for Lake Pontchartrain Basin, Louisiana, and for other purposes.
H.R. 3039	4/12/00	To amend the Federal Water Pollution Control Act to assist in the restoration of the Chesapeake Bay, and for other purposes.
H.R. 3313	5/9/00	To amend section 119 of the Federal Water Pollution Control Act to reauthorize the program for Long Island Sound, and for other purposes.
H.R. 3323	6/27/00	To designate the Federal building located at 158–15 Liberty Avenue in Jamaica, Queens, New York, as the "Floyd H. Flake Federal Building".
H.R. 3378	9/12/00	To authorize certain actions to address the comprehensive treatment of sewage emanating from the Tijuana River in order to substantially reduce river and ocean pollution in the San Diego border region.
H.R. 4052	4/3/00	To preserve certain reporting requirements under the jurisdiction of the Committee on Transportation and Infrastructure of the House of Representatives, and for other purposes.
H.R. 4104	9/12/00	To amend the Federal Water Pollution Control Act to authorize funding to carry out certain water quality and barrier island restoration projects for the Mississippi Sound, and for other purposes.
H.R. 4210	7/25/00	To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide for improved Federal efforts to prepare for and respond to terrorist attacks, and for other purposes.
H.R. 4441	10/10/00	To amend title 49, United States Code, to provide a mandatory fuel surcharge for transportation provided by certain motor carriers, and for other purposes.
H.R. 4519	9/26/00	To amend the Public Buildings Act of 1959 concerning the safety and security of children enrolled in childcare facilities located in public buildings under the control of the General Services Administration.
H.R. 4844	9/7/00	To modernize the financing of the railroad retirement system and to provide enhanced benefits to employees and beneficiaries.
H.R. 5111	11/13/00	To direct the Administrator of the Federal Aviation Administration to treat certain property boundaries as the boundaries of the Lawrence County Airport, Courtland, Alabama, and for other purposes.
H.R. 5637	12/4/00	To provide that an amount available for fiscal year 2001 for the Department of Transportation shall be available to reimburse certain costs incurred for clean-up of former Coast Guard facilities at Cape May, New Jersey, and to authorize the Coast Guard to transfer funds and authority for demolition and removal of a structure at former Coast Guard property in Traverse City, Michigan.

BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED UPON BY THE SENATE—
Continued

Bill Number	Passed House	Title
H.R. 5267	10/2/00	To designate the United States courthouse located at 100 Federal Plaza in Central Islip, New York, as the "Theodore Roosevelt United States Courthouse".
H. Con. Res. 48	4/12/99	Authorizing the use of the Capitol Grounds for the opening ceremonies of Sunrayce 99.
H. Con. Res. 91	6/14/99	Authorizing the use of the Capitol Grounds for a clinic to be conducted by the United States Luge Association.
H. Con. Res. 171	10/4/99	Congratulating the American Public Transit Association for 25 years of commendable service to the transit industry and the Nation.
H. Con. Res. 187	9/27/99	Expressing the sense of Congress regarding the European Council noise rule affecting hushkitted and reengined aircraft.
H. Con. Res. 372	7/25/00	Expressing the sense of the Congress regarding the historic significance of the 210th anniversary of the establishment of the Coast Guard, and for other purposes.

BILLS PASSED BY THE HOUSE AND SENATE THAT DID NOT BECOME PUBLIC LAW

Bill Number	Passed House	Passed Senate	Title
H.R. 45/ S. 1287	3/22/00 (H.R. 45)	2/10/00 (S 1287)	To amend the Nuclear Waste Policy Act of 1982.
H.R. 819	3/16/99	7/29/99	To authorize appropriations for the Federal Maritime Commission for fiscal years 2000 and 2001.
H.R. 820	3/17/99	7/27/00	To authorize appropriations for fiscal years 2000 and 2001 for the Coast Guard, and for other purposes.

BILLS REPORTED TO THE HOUSE BUT NOT ACTED UPON

Bill Number	Report Number	Date Reported	Title
H.R. 828	106-943	10/6/00	To amend the Federal Water Pollution Control Act to require that discharges from combined storm and sanitary sewers conform to the Combined Sewer Overflow Control Policy of the Environmental Protection Agency, and for other purposes.
H.R. 855	106-595	5/2/00	To amend the Marine Protection, Research, and Sanctuaries Act of 1972 relating to the dumping of dredged material in Long Island Sound, and for other purposes.
H.R. 938	106-537	3/23/00	To designate the Federal building located at 290 Broadway in New York, New York, as the "Ronald H. Brown Federal Building".
H.R. 1300	106-353, Part I	9/30/99	To amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 to promote brownfields redevelopment, to reauthorize and reform the Superfund program, and for other purposes.
H.R. 1571	106-588	4/13/00	To designate the Federal building under construction at 600 State Street in New Haven, Connecticut, as the "Merrill S. Parks, Jr., Federal Building".
H.R. 2163	106-827	9/7/00	To designate the United States courthouse located at 500 Pearl Street in New York City, New York, as the "Ted Weiss United States Courthouse".
H.R. 3171	106-590	4/13/00	To direct the Administrator of General Services to convey a parcel of land in the District of Columbia to be used for construction of the National Health Museum, and for other purposes.

RESOLUTIONS APPROVED BY THE HOUSE AND SENATE

Bill Number	Passed House	Passed Senate	Title
H. Con. Res. 44	3/23/99	4/14/99	Authorizing the use of the Capitol Grounds for the 18th annual National Peace Officers' Memorial Service.
H. Con. Res. 47	3/23/99	4/14/99	Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.
H. Con. Res. 49	4/12/99	4/30/99	Authorizing the use of the Capitol Grounds for a bike rodeo to be conducted by the Earth Force Youth Bike Summit.
H. Con. Res. 50	3/23/99	4/14/99	Authorizing the 1999 District of Columbia Special Olympics Law Enforcement Torch Run to be run through the Capitol Grounds.
H. Con. Res. 52	3/23/99	4/19/99	Authorizing the use of the East Front of the Capitol Grounds for performances sponsored by the John F. Kennedy Center for the Performing Arts.
H. Con. Res. 105	6/14/99	6/18/99	Authorizing the Law Enforcement Torch Run for the 1999 Special Olympics World Games to be run through the Capitol Grounds.
H. Con. Res. 158	7/20/99	7/21/99	Designating the Document Door of the United States Capitol as the "Memorial Door".
H. Con. Res. 167	8/3/99	8/5/99	Authorizing the Architect of the Capitol to permit temporary construction and other work on the Capitol Grounds that may be necessary for construction of a building on Constitution Avenue Northwest, between 2nd Street Northwest and Louisiana Avenue Northwest.
H. Con. Res. 277	4/10/00	5/9/00	Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.
H. Con. Res. 278	4/3/00	4/12/00	Authorizing the use of the Capitol Grounds for the 19th annual National Peace Officers' Memorial Service.
H. Con. Res. 279	4/3/00	4/12/00	Authorizing the use of the Capitol Grounds for the 200th birthday celebration of the Library of Congress.
H. Con. Res. 280	4/10/00	5/25/00	Authorizing the 2000 District of Columbia Special Olympics Law Enforcement Torch Run to be run through the Capitol Grounds.
H. Con. Res. 281	4/3/00	4/12/00	Authorizing the use of the East Front of the Capitol Grounds for performances sponsored by the John F. Kennedy Center for the Performing Arts.
H. Con. Res. 314	5/3/00	5/9/00	Authorizing the use of the Capitol Grounds for a bike rodeo to be conducted by the Earth Force Youth Bike Summit.
H. Con. Res. 423	10/12/00	10/13/00	Authorizing the use of the Capitol Grounds for the Million Family March.
S. Con. Res. 139	10/23/00	10/28/00	A concurrent resolution authorizing the use of the Capitol Grounds for the dedication of the Japanese-American Memorial to Patriotism.

BILLS APPROVED BY THE SENATE BUT NOT ACTED UPON BY THE COMMITTEE

Bill Number	Passed Senate	Title
S. 1534	9/28/00	A bill to reauthorize the Coastal Zone Management Act, and for other purposes.
S. 2417	10/10/00	A bill to amend the Federal Water Pollution Control Act to increase funding for State nonpoint source pollution control programs, and for other purposes.
S. Con. Res. 29	4/22/99	A concurrent resolution authorizing the use of the Capitol Grounds for concerts to be authorized by the National Symphony Orchestra.

BILLS ENACTED INTO LAW

(Summaries of Public Law)

AN ACT TO DEEM THE VESSEL M/V MIST COVE TO BE LESS THAN 100 GROSS TONS, AS MEASURED UNDER CHAPTER 145 OF TITLE 46, UNITED STATES CODE

(Private Law 106–005)

Public Law 106–5 requires the Secretary of Transportation to prescribe a tonnage measurement as a small passenger vessel, as defined in section 2101 of title 46, United States Code, for the M/V MIST COVE. This will require the MIST COVE to comply with current safety requirements applicable to small passenger vessels. The law also includes a restriction that the vessel may not be constructed larger than 157 feet.

HIRAM H. WARD FEDERAL BUILDING AND UNITED STATES COURTHOUSE

(Public Law 106–10)

This law designates the Federal Building and United States courthouse located at 251 North Main Street in Winston-Salem, North Carolina, as the “Hiram H. Ward Federal Building and United States Courthouse.” Hiram Ward was born in Thomasville, North Carolina on April 29, 1923. He served as a Lieutenant Colonel Pilot, in the United States Army Air Force, Civil Air Patrol from 1940 until 1945. For his efforts during World War II, Judge Ward received an Air Medal and Purple Heart. He turned his sights to law and graduated with honors from the Wake Forest School of Law in 1950. Later that same year Judge Ward was admitted to the North Carolina Bar Association. In 1972, President Nixon appointed Judge Ward to the Federal bench for the Middle District of North Carolina. He served the Middle District from 1972, achieving the status of Chief Judge in 1982, until 1988. In 1988, Judge Ward elected to take senior status, retaining all of his pending cases, and continued to sit for an additional six years with the Fourth Circuit Court of Appeals.

JAMES F. BATTIN UNITED STATES COURTHOUSE

(Public Law 106–11)

This law designates the Federal Building located at 316 North 26th Street in Billings, Montana as the “James F. Battin United

States Courthouse.” James Battin enlisted in the United States Navy and served for three years, a majority of this time being spent during World War II in the Pacific theater. After serving his country in the Pacific, Congressman Battin earned his J.D. at the George Washington University Law School in Washington, D.C., in 1951. He was admitted to the Washington, D.C. bar in 1951. In 1958, Judge Battin was elected to the Montana State House of Representatives. He then pursued national office and was elected to represent Montana in the United States House of Representatives in the 87th Congress, and was returned to office for four succeeding terms, from January 3, 1961 until February 27, 1969. During his tenure in Congress, Judge Battin served on the Committee on Committees, the Executive Committee, the Judiciary Committee, the Foreign Affairs Committee, and the Ways and Means Committee. On February 27, 1969, President Nixon appointed Judge Battin to the United States district court for District of Montana. Judge Battin became Chief Judge in 1978 and held the position until 1990, when he elected to take senior status. From the bench he diligently served the District of Montana.

RICHARD C. WHITE FEDERAL BUILDING

(Public Law 106–12)

This law designates the Federal Building located at 700 East San Antonio Street in El Paso, Texas as the “Richard C. White Federal Building.” Richard White was a native-born Texan from El Paso. He attended Texas Western College from 1940 until 1942, and graduated from the University of Texas, at El Paso in 1946. Later, he went on to receive his law degree from the University of Texas at Austin in 1949. Congressman White served the United States in World War II, with the U.S. Marine Corps in the Pacific theater from 1942 to 1945, as a rifleman and Japanese interpreter, earning a Purple Heart. In 1955, Congressman White was elected to the Texas State House of Representatives, where he served until 1958. From 1963 to 1965, Congressman White served as El Paso County Democratic Chairman. In 1965, Congressman White was elected to his first of nine successive terms in Congress, representing the 16th District of Texas in the U.S. House of Representatives. As a Member, he served on the Committee on Armed Services, Interior and Insular Affairs, Post Office and Civil Service, and Science and Technology. In 1983, Congressman White returned to El Paso, choosing not to run for reelection, to resume his legal career and serve as a civic leader. This is a fitting tribute to a dedicated public servant.

RONALD V. DELLUMS FEDERAL BUILDING

(Public Law 106–13)

This law designates the Federal Building located at 1301 Clay Street in Oakland, California as the “Ronald V. Dellums Federal Building.” Congressman Dellums served on the Berkeley City Council from 1967 to 1970. On November 3, 1970 he was elected

to the United States House of Representatives to represent northern Alameda County. Congressman Dellums' first major effort in Washington was directed toward bringing an end to the war in Indochina. This experience led him to be a strong advocate for arms reduction throughout his entire career. In addition, Congressman Dellums championed issues involving civil rights, equal rights for women, human rights, and the environment. At the time of his resignation, Congressman Dellums was the Ranking Member on the House National Security Committee. During his tenure in Congress, Congressman Dellums held the chairmanship of the Committee on Armed Services, and the Committee on the District of Columbia. Throughout his 27-year career, Congressman Dellums served on a variety of other committees and caucuses; including the Committee on Foreign Affairs, the Committee on the Post Office and Civil Service, the Permanent Select Committee on Intelligence, and the Congressional Black Caucus. Congressman Dellums resigned in January 1998 to return to private life.

TERRY SANFORD FEDERAL BUILDING

(Public Law 106-23)

This law designates the Federal building located at 310 New Bern Avenue in Raleigh, North Carolina as the "Terry Sanford Federal Building." Terry Sanford was born in Laurinburg, North Carolina in 1917. He attended the University of North Carolina at Chapel Hill for his undergraduate studies as well as his law degree, graduating in 1946. Senator Sanford also served in World War II, initially as a special agent for the Federal Bureau of Investigation, and then later as a volunteer recruit in the United States Army. He began his service in the Army as a private, however he later served as a paratrooper in five European campaigns, including Normandy, and was discharged as a first lieutenant. In addition to founding three law firms, two in Raleigh and one in Fayetteville, Senator Sanford held a number of public offices. He was a member and Secretary-Treasurer of the North Carolina State Ports Authority from 1950 until 1953. In 1953, Senator Sanford was elected to the North Carolina State Senate and served until 1955. Later, after founding one of three law firms, Senator Sanford was elected Governor of North Carolina, in 1961. Following his term as governor, he returned to private practice until 1986, when he made a successful bid to represent North Carolina in the United States Senate, serving until 1993. Senator Sanford was also dedicated to academia. He was the President of Duke University from 1969 to 1984, and continued as President Emeritus from 1995 until 1998. Senator Sanford was the recipient of numerous honorary degrees, and served on the boards of universities, colleges and educational associations, as well as on the boards of a number of corporations in the technology industry.

HURFF A. SAUNDERS FEDERAL BUILDING

(Public Law 106–27)

This law designates the Federal Building located at 709 West 9th Street in Juneau, Alaska as the “Hurff A. Saunders Federal Building.” Hurff Saunders was a resident of Alaska who played an instrumental role in the state’s history both as a territory and as a state. He moved from South Dakota to Ketchikan, Alaska, prior to World War II, where he accepted a civilian engineering position with the United States Coast Guard. During the war he played a critical role in the ability of the United States Navy and Coast Guard to navigate the North Pacific waters by correctly determining the latitude and longitude of various key aids to navigation that were misidentified on official charts at that time. Following the war, Mr. Saunders returned to a civil engineering position with the Federal Government. In this position, he supervised several public works projects throughout what was at that time the Territory and later the State of Alaska, completing the projects on schedule and within budget. In 1966, just prior to his retirement, Mr. Saunders successfully completed his final federal construction project, the Juneau Federal Building, Post Office and United States Courthouse, which this bill now designates in his honor. This is a fitting tribute to a dedicated public servant.

ROBERT K. RODIBAUGH UNITED STATES BANKRUPTCY
COURTHOUSE

(Public Law 106–28)

This law designates the Federal Building located at 401 South Michigan St. in South Bend, Indiana as the “Robert K. Rodibaugh United States Bankruptcy Courthouse.” Judge Rodibaugh was born in Elkhart County, near Goshen, Indiana. He received his undergraduate and doctorate degrees from the University of Notre Dame. After graduation he worked in the private sector before serving in the United States Army during World War II, and returned to private practice in 1946. In 1948, Judge Rodibaugh served as Deputy Prosecuting Attorney for Indiana’s 60th Judicial Circuit. He served in this capacity from 1948 to 1950, and again from 1953 to 1957. Judge Rodibaugh also served as the Attorney for the St. Joseph County Board of Zoning Appeals, in 1958. In 1960, Judge Rodibaugh began his service to the bankruptcy court when he was appointed a United States Bankruptcy Judge for the Northern District of Indiana. Judge Rodibaugh presided over the growth of the bankruptcy court from one small courtroom with a part time referee and a clerk’s office of four employees in South Bend, Indiana, to four courtroom locations in the cities of South Bend, Fort Wayne, Gary, and Lafayette, Indiana, with four full time judges and a clerk’s office of over forty employees. In 1985, he was appointed Chief Bankruptcy Judge, and assumed senior status in 1986. Judge Rodibaugh fulfilled his duties as a referee in bankruptcy proceedings and bankruptcy judge with patience, fairness, dedication and legal scholarship which is most worthy of recognition. It is a fitting tribute to name this building in his honor.

AN ACT TO DECLARE A PORTION OF THE JAMES RIVER
AND KANAWHA CANAL TO BE NONNAVIGABLE WATERS
OF THE UNITED STATES

(Public Law 106–32)

Public Law 106–32 declares the portion of the James River and the Kanawha Canal in Richmond, Virginia, to be nonnavigable waters of the United States for purposes of subtitle II of title 46, United States Code. The law also provides the Secretary of Transportation with the authority to remove the nonnavigability declaration if necessary to protect public safety.

LEWIS R. MORGAN FEDERAL BUILDING AND UNITED
STATES COURTHOUSE

(Public Law 106–33)

This law designates the Federal Building located at 18 Greenville Street in Newnan, South Carolina as the “Lewis R. Morgan Federal Building and United States Courthouse.” Morgan was born in LaGrange, Georgia on July 14, 1913. He received his education in the LaGrange public schools and at the University of Michigan at Ann Arbor. He received his law degree from the University of Georgia. Judge Morgan was in private practice from 1935 until 1961. During that time he was elected to the Georgia General Assembly to represent Troup County. He also served as the Administrative Assistant to the Honorable A. Sidney Camp. During World War II he served in the Signal Corps of the United States Army. Following the war Judge Morgan was the City Attorney for LaGrange, and was County Attorney for Troup County. Judge Morgan was appointed as a United States District Judge for the Northern District of Georgia in 1961. He served as Chief Judge from 1965 until 1968, at which time he was appointed to the United States Court of Appeals for the Fifth Judicial Circuit. In 1981, Judge Morgan was appointed to the Eleventh Circuit Court of Appeals. He maintained an active caseload until illness forced him to retire in 1996.

THOMAS S. FOLEY FEDERAL BUILDING AND UNITED
STATES COURTHOUSE

(Public Law 106–48)

This law designates the Federal Building located at West 920 Riverside Avenue in Spokane, Washington as the “Thomas S. Foley Federal Building and United States Courthouse.” Ambassador Foley was born on March 6, 1929. He attended the University of Washington, where he received both his undergraduate degree and JD. He served as the Assistant Attorney General in Washington State, and later was elected to Congress in 1965. Due to the great respect held for him by all the Members of Congress, he was elected the 49th Speaker of the House on June 6, 1989 and held that post until his departure from Congress in December 1994. After a short time in the private sector, President Clinton named him Ambassador to Japan in 1997. Ambassador Foley has received acclaim from across the globe, garnering tributes such as being named hon-

orary Knight Commander of the British Empire, awarded the Japanese Grand Cordon of the Rising Sun, and named a member of the French Legion of Honor.

THE WATER RESOURCES DEVELOPMENT ACT OF 1999

(Public Law 106–53)

The Water Resources Development Act of 1999 addresses the Civil Works program of the Army Corps of Engineers, providing water related engineering services related to navigation, flood control, environmental restoration, shore protection, hydropower, water supply, and recreation. It authorizes new projects and makes modifications to existing projects. It directs that new studies be conducted to determine the feasibility and federal interest in addressing water related issues at various locations. Other provisions create new programs for the Corps to implement and make improvements to existing ones.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2000

(Public Law 106–65)

This legislation allows the Secretaries of the Military Departments and the Secretary of Transportation for the Coast Guard to install and operate telephones in private residences of certain persons providing voluntary services. The Act also provides for a military pay raise of 4.8 percent for the year 2000 as well as additional future military pay raises, extends Coast Guard authority for drug interdiction to include Naval aircraft, includes Coast Guard personnel in existing GI Bill educational programs, and prohibits the release of Coast Guard contractor proposals under the Freedom of Information Act. Finally, Public Law 106–65 provides for war risk insurance for commercial vessels under section 1214 of the Merchant Marine Act, 1936, and establishes an Office of the Coast Guard Reserve as well as a Director of the Coast Guard Reserve.

J.J. “JAKE” PICKLE FEDERAL BUILDING

(Public Law 106–72)

This law designates the Federal Building located at 300 E. 8th Street in Austin, Texas as the “J.J. ‘Jake’ Pickle Federal Building.” James Jarrell “Jake” Pickle served three and a half years with the United States Navy in the Pacific during World War II. After serving in the Navy, Congressman Pickle served as the Director of the Texas State Democratic Executive Committee. In 1961, he was appointed to the Texas Employment Commission and served on the commission until his resignation in 1963. In 1963, Congressman Pickle was elected to the United States House of Representatives in a special election to fill a vacant seat. He was then re-elected to the next fifteen succeeding Congresses until his retirement on January 3, 1995. During his tenure in Congress, Congressman

Pickle provided a strong voice on civil rights issues. He vigorously advocated and supported such historical legislation as the Civil Rights Act of 1964 and the Voting Rights Act, in addition, as Chair of the Ways and Means Oversight Subcommittee and the Social Security Subcommittee, he worked to shape the system of Medicare and assured the continuance of Social Security. Congressman Pickle was a dedicated public servant who remained close to his Texas constituents.

A BILL TO RESTORE THE SAFETY ENFORCEMENT
AUTHORITY OF THE SECRETARY OF TRANSPORTATION

(Public Law 106–73)

Restores the safety enforcement authority of the Secretary of Transportation, which was inadvertently omitted because of a provision in H.R. 2084, the fiscal year 2000 Department of Transportation Appropriations bill.

JOSE V. TOLEDO FEDERAL BUILDING AND UNITED STATES
COURTHOUSE

(Public Law 106–77)

This law designates the Federal Building and United States courthouse located at 300 Recinto Sur Street in Old San Juan, Puerto Rico as the “Jose V. Toledo Federal Building and United States Courthouse.” Jose V. Toledo was born in Arecibo, Puerto Rico. He received a Bachelor of Arts degree from the University of Florida in 1952, and a Juris Doctor in law from the University of Puerto Rico Law School in 1955. Judge Toledo served on the Federal bench of the United States District Court, District of Puerto Rico from December 1, 1970 until February 1980, when he died in office at the age of 49. At the time of his death, Judge Toledo was the Chief Judge for the Puerto Rico district. Prior to his appointment to the Federal bench, Judge Toledo served as an Assistant United States Attorney, as a lawyer in local government in Puerto Rico, as a partner in private law practice, and served in the United States Army as a member of the Judge Advocate Corps.

LLOYD D. GEORGE UNITED STATES COURTHOUSE

(Public Law 106–91)

This law designates the United States courthouse located at 333 Las Vegas Boulevard South in Las Vegas, Nevada as “Lloyd D. George United States Courthouse.” Judge George was born on February 22, 1930, in Montpelier, Idaho. Judge George earned his B.S. degree from Brigham Young University in 1955. Later that same year, Judge George entered the United States Air Force. When he concluded his military service in 1958 he held the rank of Captain. In 1961, Judge George earned his J.D. degree from the University of California at Berkeley. In 1974, Judge George was appointed by the Ninth Circuit to preside over the United States Bankruptcy

Court for the District of Nevada for a term of fourteen years. In 1980, he became a member of the Ninth Circuit Bankruptcy Appellate Panels. In 1984, President Ronald Reagan appointed Judge George to the United States District Court for the District of Nevada. On July 15, 1992, Judge George was elevated to Chief Judge of the Nevada District. He was a board member on the Federal Judicial Center, a member of the National Bankruptcy Conference, the Chair of the Judicial Advisory for Bankruptcy Rules, the Chair of the Judicial Committee on Administration of Bankruptcy System, a Fellow at the American College of Bankruptcy, and a member of the Judicial Committee on International Judicial Relations.

DWIGHT D. EISENHOWER EXECUTIVE OFFICE BUILDING

(Public Law 106–92)

This law designates the Old Executive Office Building located at 17th Street and Pennsylvania Avenue, NW in Washington, DC as the “Dwight D. Eisenhower Executive Office Building.” President Eisenhower distinguished himself in the military before being elected 34th President of the United States. After graduating from the United States Military Academy at West Point, Dwight Eisenhower was promoted to Captain and assigned to command tank training at Camp Colt in Gettysburg, Pennsylvania. For his efforts in World War I, he was awarded the Distinguished Service Medal. In 1919, President Eisenhower continued his tank training command, this time at Camp Meade, Maryland, where he met Colonel George Patten, who would become a lifelong friend. Before World War II, President Eisenhower spent time in the Panama Canal Zone, France and in the Philippines as chief of staff to General MacArthur. Before going to the Philippines, Eisenhower’s office was located in the Old Executive Office Building. In 1944, Eisenhower was named Supreme Commander of the Allied expeditionary forces. After the successful Normandy invasion, on December 15, 1944, Eisenhower was promoted to the Army’s highest rank, General of the Army. In 1952, after serving as president of Columbia University and Commander of NATO forces, Eisenhower sought and won the Republican nomination for President. President Eisenhower was overwhelmingly to serve two terms as President. His accomplishments span from the peaceful resolution of the Korean War, desegregation, and the implementation of the interstate highway system. As a soldier and statesman President Eisenhower’s service to his country has had a profound effect on the world. Considering his achievements as Chief Executive and his direct involvement in the Old Executive Office Building, this is an especially fitting tribute.

WATER RESOURCES DEVELOPMENT ACT OF 1999 TECHNICAL CORRECTIONS

(Public Law 106–109)

The technical corrections bill for the Water Resources Development Act of 1999 addressed the need to make minor changes to the Public Law 106–53.

THE MOTOR CARRIER SAFETY IMPROVEMENT ACT OF 1999

(Public Law 106–159)

Transfers motor carrier safety functions and oversight of the motor carrier safety assistance program (MCSAP) out of the Federal Highway Administration at the U.S. Department Of Transportation to the new Federal Motor Carrier Safety Administration. Provides the Federal Motor Carrier Safety Administration with an additional \$65 million per year in guaranteed funding for the MCSAP program for fiscal years 2001 through 2003, and tightens the statutes governing issuance and revocation of commercial drivers licenses to unqualified drivers.

ROBERT C. WEAVER FEDERAL BUILDING

(Public Law 106–162)

This law designates the Department of Health and Human Services headquarters located in Washington, District of Columbia, as the “Robert C. Weaver Federal Building.” Dr. Weaver was born on December 23, 1907 in Washington, DC. He attended Harvard University and earned three degrees, including a doctorate in economics. In addition to his work as an aid to Secretary of Interior Ickes, he served as special assistant in the housing division in the Works Progress Administration, the National Defense Advisory Commission, the War Production Board and the War Manpower Commission. Dr. Weaver was instrumental within the Roosevelt Administration in securing appointments for the first black General in the Army. Robert C. Weaver went on to serve as New York State’s Rent Commissioner and National Chairman of the NAACP. In the early 1960’s President Kennedy appointed Dr. Weaver Administrator of the Housing and Home Financing Agency, the predecessor to the Department of Housing and Urban Development. President Johnson designated HUD a cabinet level agency. Dr. Weaver advocated more attractive public housing and increased funding for small businesses displaced by urban renewal. He also revived federal rent subsidies for the elderly. Following service in the federal government Dr. Weaver became a professor at Hunter College, a member of the Visiting Committee at Carnegie-Mellon University, and held visiting professorships at Columbia Teachers’ College, and the New York University School of Education. Dr. Weaver passed away in July 1997.

SANDRA DAY O'CONNOR UNITED STATES COURTHOUSE

(Public Law 106–166)

This law designates the Federal Building located at 401 West Washington St. in Phoenix, Arizona as the “Sandra Day O’Connor United States Courthouse.” Justice O’Connor grew up on a ranch founded by her grandfather in southeastern Arizona. She entered Stanford University and in 1950 and earned a degree in economics graduating magna cum laude. Upon graduation she entered Stanford Law School and graduated third in her class in 1952. She then spent three years in Frankfurt, Germany as a civilian lawyer for the Quartermaster Corps while her husband was serving in the U.S. Army Judge Advocate General Corps. In 1965, Justice O’Connor became an assistant state attorney general and continued her volunteer work. In 1969, she was appointed to fill a vacated seat in the state Senate. She won re-election in two successive terms and served as majority leader in 1972. In 1974, O’Connor was elected to a state judgeship on the Maricopa County Superior Court before being appointed to the Arizona Court of Appeals. In 1981, while serving on the Court of Appeals Ronald Reagan fulfilled his campaign pledge of nominating a female Justice to sit on the Supreme Court and nominated Sandra Day O’Connor. Justice O’Connor was confirmed 99–0 by the Senate as the Supreme Court’s first female Justice. Justice O’Connor has had a major impact on the Court and has distinguished herself, as a Justice, public servant, volunteer, and mother.

 WENDELL H. FORD AVIATION INVESTMENT AND REFORM
 ACT FOR THE 21ST CENTURY

(Public Law 106–181)

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106–181, authorizes funding for the Federal Aviation Administration and related programs and provided several programmatic changes to Federal civil aviation programs.

AIR 21 unlocks the Aviation Trust Fund and ensures that the taxes paid the flying public go towards improving our nation’s airports and airways. The authorized funding for federal aviation programs for fiscal years 2001–2003 will total \$40 billion, \$33 billion of which will be guaranteed from the trust fund through a series of points-of-order, while \$6.7 billion will be available to be appropriated from the general fund.

AIR 21 increases the FAA’s facilities & equipment budget by almost 50 percent. It provides the FAA sufficient funding to hire and retain the air traffic controllers, maintenance technicians, and safety inspectors necessary for the safety of the aviation system. It creates a cost-sharing program for airports and airlines to purchase air traffic control equipment. AIR 21 authorizes funding to improve the training of airport screeners, requires cargo airlines to install collision avoidance systems on their aircraft, and makes runway incursion prevention devices and wind shear detection devices eligible for AIP funding. It provides whistleblower protection for both

the FAA and airline employees, and it ensures that funding is available to raise safety standards at small airports.

AIR 21 provides substantially more money to build terminals, gates, taxiways, and other infrastructure. It increases funding for the Airport Improvement Program by over 50%. AIR 21 increases funding for noise abatement projects. It also directs the Secretary of Transportation to study methods for streamlining the environmental approval process and establishes guidelines for air tours over our national parks.

AIR 21 increases the minimum funding for non-hub airports from \$500 thousand to \$1.0 million per year. It also created a program that guarantees funds for general aviation airports. Additionally, it doubles the small airport fund; creates a new discretionary set-aside for reliever airports; authorizes a contract tower cost-sharing program; creates an incentive program to help airlines buy regional jets if they agree to use them to serve small airports; and creates a new funding program to help small, under-served airports market and promote their air service.

AIR 21 doubles the minimum amount of the annual passenger funding for primary airports (airports with 10,000 or more passengers per year). It raises the cap on the amount of annual funding that a large airport can receive from \$22 million to \$26 million. It doubles the funding for cargo airports and raises the cap on the Passenger Facility Charge (PFC) to \$4.50.

AIR 21 creates a board to oversee the management of the air traffic control system similar to the one established in the recent IRS reform legislation. It also strengthens the provisions of the Aviation Disaster Family Assistance Act that was created following the ValuJet and TWA 800 crashes. It also allows pilots to appeal an emergency revocation of their license to the safety board.

AIR 21 also increases access and competition to Chicago O'Hare, New York Kennedy and New York LaGuardia airports by phasing out slot restrictions. AIR 21 also creates 24 new slots at Washington Reagan National Airport, 12 of which slots may be used for flights within the 1,250 mile perimeter and 12 of which may be used for flights outside of the perimeter.

C.B. KING UNITED STATES COURTHOUSE

(Public Law 106–196)

This law designates the Federal Building located at 223 Broad Street in Albany, Georgia as the “C.B. King United States Courthouse.” Chevene Bowers “C.B.” King was born in Albany, Georgia on October 12, 1923. King served in the Navy and graduated from Fisk University in Nashville, Tennessee. He later earned his law degree from Case Western University in Cleveland, Ohio. C.B. King was a cooperating attorney with the NAACP Legal Defense and Education Fund starting in 1964. He was the lead attorney in three school desegregation cases throughout Georgia. In an early civil rights movement in Albany, Georgia known as the “Albany Movement,” King lead the way to ensure the right to peaceably assemble and demonstrate. He also represented African American voters and candidates for office in the fight against unconstitu-

tional segregation and discrimination. In rural Georgia, King argued a series of lawsuits that exposed discriminatory practices in the selection of jurors violating the Fourteenth Amendment. Through these lawsuits racial and sex discrimination were eliminated from jury selection. His actions lead to the passage of the Jury Selection and Service Act of 1968. King also argued a number of cases that strengthened provisions in the Civil Rights Act of 1964 regarding equal opportunities for African Americans.

E. ROSS ADAIR FEDERAL BUILDING AND UNITED STATES COURTHOUSE

(Public Law 106–203)

This law designates the Federal Building located at 1300 South Harrison Street in Fort Wayne, Indiana as the “E. Ross Adair Federal Building and United States Courthouse.” Ambassador Adair was born on December 14, 1907. He graduated from Albion High School in Noble County, Indiana and continued his education at Hillsdale College in Michigan. He went on to study law at George Washington University Law Center and was admitted to the Indiana Bar in 1933. Adair volunteered to serve as lieutenant in World War II and was awarded battle stars for Normandy, Northern France, Ardennes, Rhine and Central European campaigns. In 1951, Adair began his 20-year tenure in the U.S. House of Representatives. He was an active member on the Veterans Affairs Committee and Committee on Committees and was the Ranking Member on the House Foreign Affairs Committee. After leaving Congress, President Nixon appointed Adair U.S. Ambassador to Ethiopia, a post he held until 1974. Adair received honorary Doctor of Laws degrees from the Indiana Institute of Technology and Indiana University. He was a member of the Southgate Masonic Lodge, Forest Park United Methodist Church, Scottish Rite Cathedral, and Mizpah Temple. In 1966, Adair received the 33rd Degree, the highest honor in Scottish Rite. E. Ross Adair died in 1983.

DANIEL PATRICK MOYNIHAN UNITED STATES COURTHOUSE

(Public Law 106–204)

This law designates the Federal Building located at 500 Pearl Street in New York City, New York as the “Daniel Patrick Moynihan United States Courthouse.” Senator Moynihan was born in Tulsa, Oklahoma. He attended public and parochial schools in New York City, and adopted New York as his home. He served in the United States Navy during World War II, and completed twenty years in the naval reserve. He earned his bachelor’s degree from Tufts University with honors, and received his M.A. and Ph.D. from Tufts University’s Fletcher School of Law and Diplomacy. Senator Moynihan was first elected to the United States Senate in 1976, and re-elected for three successive terms. His early work on inner-city poverty was decades ahead of its time. In 1993 he became the first New Yorker in 150 years to chair the Senate Fi-

nance Committee. He also chaired the Committee on Environment and Public Works. Before serving in the Senate, Senator Moynihan was a member of the cabinet or sub-cabinet of Presidents Kennedy, Johnson, Nixon, and Ford. He authored legislation that led to the construction of the Ronald Reagan building, the largest civilian Federal building in the country. He is a former U.S. Ambassador to India and U.S. Representative to the United Nations. In 1976 he represented the United States as President of the United Nations Security Council. In so doing, he set a standard for democratic principles that brought pride to this country. He has taught at Harvard University and the Massachusetts Institute of Technology, as well as Syracuse University, Wesleyan University, Russell Sage College and Cornell University. Senator Moynihan is the recipient of 62 honorary degrees, as well as numerous awards for his dedication to public service. He was a board member of various scholastic institutions and continues to serve as Regent of the Smithsonian Institution.

HARRY S. TRUMAN FEDERAL BUILDING

(Public Law 106–218)

This law designates the U.S. State Department Building located at 2201 C Street, NW, in Washington, D.C. as the “Harry S. Truman Federal Building.” Thrust into the waning days of World War II, Truman was faced with some of the most difficult decisions a world leader could face. President Truman was an integral figure on the post-World War II international stage. He put into place the Marshall Plan, bolstering Europe’s economic recovery in the face of an aggressive Communist Russia. His Truman Doctrine established the United States as a bulwark against the onrush of Communism in Asia and Eastern Europe, standing up for the democratic rights of people worldwide. Despite many politically difficult and certainly unpopular choices, President Truman is remembered as one of the most significant and distinguished men to ever hold the office of President. Thanks to his innumerable contributions to foreign policy leading to the United States’ current position in the international community, associating Truman’s name with the U.S. State Department is a suitable and sensible tribute.

PAMELA B. GWIN HALL

(Public Law 106–266)

This law designates the facility known as the Federal Executive Institute Annex located at 1301 Emmet Street in Charlottesville, Virginia as the “Pamela B. Gwin Hall.” After receiving her Ph.D from Duke University, Dr. Gwin began her distinguished career as an educator. In 1983, she became a faculty member at the Federal Executive Institute. She specialized in public policy, imbuing her students with her love for presidential politics and love of learning. Dr. Gwin became the Assistant Director of Academic Programs in 1987, and initiating a wide array of special programs at the FEI’s Center for Executive Leadership. She worked tirelessly to improve

her students and herself, and even after a heart transplant in 1996, she returned to the FEI and continued her work for two more years. She passed away in 1998.

KIKA DE LA GARZA UNITED STATES BORDER STATION

(Public Law 106–267)

This law designates the Federal Building in Pharr, Texas as the “Kika de la Garza United States Border Station.” Kika De La Garza was born in Mercedes, Texas, on September 22, 1927. He attended St. Mary’s University in San Antonio, Texas, earning his law degree in 1952. He also served in the United States Navy from 1945 to 1946, and in the United States Army from 1950 to 1952. Congressman de la Garza began his political career in 1953 when he was elected to the Texas House of Representatives. He served in the Texas State Legislature until his election to the United States House of Representatives in 1964. Congressman de la Garza became a member of the Committee on Agriculture when he was first elected to Congress in 1965, and served as chairman of the Committee from 1981 to 1994. He was the first Hispanic-American to serve as the chair of a major Congressional Committee. As chairman, he compiled an impressive record of achievement and dedicated service to America’s farming community. Under his leadership the Agriculture Committee was able to form a consensus on a number of important and intricate agriculture issues, and played a lead role in the enactment of legislation restructuring the United States Department of Agriculture. Throughout his 32 years in Congress, Congressman de la Garza fought tirelessly for his constituents and the American farmers. It is a fitting tribute to honor Congressman de la Garza with this designation in his home state.

ADRIAN A. SPEARS JUDICIAL TRAINING CENTER

(Public Law 106–268)

This law designates the Federal Building located at 743 East Durango Boulevard in San Antonio, Texas as the “Adrian A. Spears Judicial Training Center.” Adrian Spears was born in Darlington, South Carolina on July 8, 1910. He attended local schools and graduated from the University of North Carolina in 1929, and the South Carolina School of Law in 1934. He moved to San Antonio in 1937, and practiced law until his appointment by President Kennedy to the Federal bench in 1961. While he received a recess appointment initially, the Senate confirmed his appointment in 1962, the same year he became Chief Judge, a position he held until 1979. He was Chief Judge longer than anyone else, and will hold that honor indefinitely, since current law prohibits a judge serving as chief judge longer than seven years. He assumed senior status in 1979, and retired from the Federal bench in 1982, when he became vice president of an oil company, a position he held until his death in 1991. Judge Spears was a member of the Texas State bar, a member of the Judicial Conference Committee on the Administration of Criminal Law, served on the Federal Judicial Center Board,

and was the recipient of the Rosewood Gavel Award, St. Mary's School of Law.

JAMES H. QUILLEN UNITED STATES COURTHOUSE

(Public Law 106–269)

This law designates the Federal Building located at 220 West Depot Street in Greenville, Tennessee as the “James H. Quillen United States Courthouse.” Congressman Quillen was born in Wayland, Virginia one of 10 children. In 1942 Congressman Quillen entered military service during World War II. He served in the U.S. Navy on the aircraft carrier USS Antietam. He served in both theaters of operation and was discharged a Lieutenant in 1946. Upon returning from the war, Congressman Quillen was involved in construction, real estate and insurance businesses. He went on to serve for eight years in the Tennessee Legislature from 1954 until 1962. Congressman Quillen was elected to serve the first district of Tennessee in the United States House of Representatives in 1962. He became a member of the House Rules Committee in 1965 and later served as the Committee's Ranking Member. He later served as Chairman Emeritus, the first such Member of Congress to serve in this capacity. He served as Vice Chairman of the Legislative and Budget Process Subcommittee and Chairman of the Tennessee Valley Authority Caucus. During his Congressional service, he was a champion for the American flag, always protecting the values and principles embodied in America's symbol of freedom, and established “The Stars and Stripes Forever” as America's national march and companion to the National Anthem. Congressman Quillen served the first district of Tennessee for 34 years, retiring at the end of the 104th Congress.

BEACHES ENVIRONMENTAL ASSESSMENT AND COASTAL HEALTH ACT OF 2000

(P.L. 106–284)

The Beaches Environmental Assessment and Coastal Health Act of 2000 establishes a program for monitoring beach water quality to ensure safe recreational waters and provides grants to states who implement monitoring programs that are consistent with federal criteria. Also provides for updating of water quality standards for pathogens and pathogen indicators.

A BILL TO DESIGNATE THE BRIDGE ON UNITED STATES ROUTE 231 THAT CROSSES THE OHIO RIVER BETWEEN MACEO, KENTUCKY, AND ROCKPORT, INDIANA, AS THE “WILLIAM H. NATCHER BRIDGE.”

(Public Law 106–295)

Names the bridge on U.S. 231 that crosses the Ohio River between Maceo, Kentucky, and Rockport, Indiana, the “William H. Natcher Bridge.”

J. SMITH HENLEY FEDERAL BUILDING AND UNITED STATES COURTHOUSE

(Public Law 106–296)

This law designates the Federal Building and United States courthouse located at 402 North Walnut Street and Prospect Avenue in Harrison, Arkansas as the “J. Smith Henley Federal Building and United States Courthouse.” Judge Henley was born on May 18, 1917 in St. Joe, Arkansas. Judge Henley received his LLB from the University of Arkansas at Fayetteville in 1941. He was a member of the American Bar Association, Arkansas Bar Association, the Bar Association of Metropolitan St. Louis, and the American Judicature Society. Judge Henley engaged in private practice from 1941 until 1954. He was a former Referee in Bankruptcy for the Western District of Arkansas from 1943 until 1945. In 1954 he was an Associate General Counsel for the Federal Communications Commission and served as Director of the Office of Administrative Procedure, Department of Justice from 1956 until 1958. In 1958 Judge Henley was appointed United States District Judge for the Eastern and Western Districts of Arkansas. He served as Chief Judge of the Eastern District during his entire tenure on the Federal bench. He was appointed United States Circuit Judge for the United States Court of Appeals for the Eighth Circuit in March 1975. Judge Henley took senior status in May 1982 and continued to carry an active docket until his death in 1987.

CARL ELLIOTT FEDERAL BUILDING

(Public Law 106–304)

This law designates the Federal Building located at 1710 Alabama Avenue in Jasper, Alabama as the “Carl Elliott Federal Building.” Congressman Elliott was born in Vina, Alabama in 1913. He received his JD from the University of Alabama Law School, and became the judge of the Records Court in Jasper, Alabama. After serving in the Second World War, he was elected to the 81st Congress in 1948. He served seven more terms, and was a champion for education throughout the country, advocating federal financial assistance for students from elementary to the college level. As a member of the House Rules Committee, he was an unwavering supporter of racial integration, a stand that was not popular in his home state of Alabama. It was this position that cost him not only his seat in the House, but later his election for Governor in 1966. Congressman Elliott served as a member of President Johnson’s Library Commission in 1967 and 1968 and also served under President Johnson and Nixon as chairman of the Public Evaluation Committee, Office of State Technical Services and as a member of the Technical Advisory Board within the Department of Commerce. He retired to Jasper, Alabama and continued his private law practice.

OWEN B. PICKETT UNITED STATES CUSTOMHOUSE

(Public Law 106–305)

This law designates the United States customhouse located at 101 East Main Street in Norfolk, Virginia as the “Owen B. Pickett United States Customhouse.” Congressman Pickett was born in Richmond, Virginia in 1930. He attended public schools and graduated from Virginia Tech. In 1955, he graduated from the University of Richmond School of Law, and was admitted to the Virginia Bar. In addition to practicing law, Congressman Pickett is a certified public accountant. Congressman Pickett began his distinguished career in public service in 1972 by serving in the Virginia House of Delegates where he gained a reputation for his fiscal conservatism. While in the House of Delegates, Congressman Pickett served on numerous boards and committees, including the Virginia Democratic State Central Committee, Democratic City Committee Virginia Beach, and on the executive committee of the Southern Growth Policies Board. In 1986 Congressman Pickett was elected to the 100th Congress to represent Virginia’s Second District. Virginia’s Second District is home to the nation’s largest military complex with facilities serving commands of the Navy, Army, Coast Guard, and the NATO Atlantic Command. Appropriately, Congressman Pickett serves on the Armed Services Committee. He is the Ranking Member on the Military Research and Development Subcommittee and also serves on the Readiness Subcommittee. Congressman Pickett is a member of the Congressional Study Group on Germany, as well as the Congressional Study Groups on Japan and the Duma-Congress. He participated in the first Congress-Bundestag-Japanese Diet Trilateral Seminar. Congressman Pickett is retiring at the conclusion of the 106th Congress.

CLIFFORD P. HANSEN FEDERAL BUILDING

(Public Law 106–308)

This law designates the Federal Building located at 145 East Simpson Avenue in Jackson, Wyoming as the “Clifford P. Hansen Federal Building.” Senator Hansen was born on October 16, 1912 in Zenith, Wyoming. He attended the University of Wyoming, and later became a member of the Board of Trustees from 1946 until 1966. He served as president of the University from 1955 to 1962. While a member of the Board of Trustees, he became involved in cattle ranching, which led to his involvement in land rights advocacy. He served as an officer on the American National Cattlemen’s Association and the Livestock Research and Marketing Advisory Committee, and commissioner of the Columbia Interstate Compact and the Snake River Compact. Senator Hansen was elected Governor of Wyoming in 1963, where he served for a single term. After serving as Governor, he was elected to the United State Senate in 1966. He served from 1967 until he resigned from the Senate on New Year’s Eve, 1978. During his tenure in the Senate, he was a leader in granting states fair compensation for their natural resources. President Reagan appointed him to the Committee on Federalism in 1981, where he studied a variety of ways to reform the

federal government. Senator Hansen currently is a member of the board of several financial and civic organizations and has received the Distinguished Alumni Award from the University of Wyoming.

THE DISASTER MITIGATION ACT OF 2000

(Public Law 106–390)

Public Law 106–390, the Disaster Mitigation Act of 2000, authorizes funding for a pre-disaster mitigation program and makes cost saving changes to the current disaster assistance program administered by the Federal Emergency Management Agency (FEMA). The legislation allows the President to increase post-disaster mitigation funding up to 33 percent above current levels, makes it easier for disaster victims to apply for assistance, and streamlines the process for state and local governments to be reimbursed for disaster management costs. The law also conditions FEMA grants to many private nonprofit organizations on requesting a disaster loan from the Small Business Administration. On March 4, 1999, the House passed H.R. 707 by a margin of 415–2. After a series of both Senate and House amendments, the bill was cleared for the President’s signature on October 10, 2000 and signed into law on October 30, 2000.

THE FLOYD D. SPENCE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

(Public Law 106–398)

Public Law 106–398 provides for a military pay raise of 3.7 percent for the year 2001. The Act also amends title 14, United States Code, to allow the Coast Guard to establish the size of promotion zones for Reserve Officers and to promote from below the promotion zone.

SOUTHEAST FEDERAL CENTER PUBLIC-PRIVATE DEVELOPMENT ACT OF 2000

(Public Law 106–407)

This law authorizes the Administrator of the General Services Administration to provide for the development of the Southeast Federal Center in the District of Columbia. P.L. 106–407, the “Southeast Federal Center Public-Private Development Act of 2000” authorizes the Administrator of the General Services Administration to enter into agreements, including leases, contracts, partnerships, joint venture trusts and limited liability agreements with private entities to provide for the acquisition, construction, rehabilitation, operation, maintenance or use of land at the Southeast Federal Center. The law will allow GSA to leverage private capital and expertise to develop this site for use by the government and private sector, including retail, commercial and other uses. It provides latitude by the Administrator in valuing any agreements, including the valuation of in-kind exchanges.

NATIONAL TRANSPORTATION SAFETY BOARD AMENDMENTS ACT OF 2000

(Public Law 106–424)

The National Transportation Safety Board Amendments Act of 2000 authorizes funding for the National Transportation Safety Board (NTSB) at \$57 billion for fiscal year 2000, at \$65 billion for fiscal year 2001, and at \$72 billion for fiscal year 2002.

The National Transportation Safety Board Amendments Act of 2000 clarifies the jurisdiction of the NTSB in accidents that occur within 12 miles of the coast of the United States. It also authorizes the NTSB to enter into an agreement with private entities and governments for technical services and training. It also requires the NTSB and the Coast Guard to revise their memorandum of understanding governing major maritime accidents to clarify when NTSB has investigative priority. This Act also requires the NTSB to relinquish priority in an investigation if the U.S. Attorney General determines, in consultation with NTSB Chairman, that an accident may have been caused by a criminal act.

The National Transportation Safety Board Amendments Act of 2000 established overtime pay for employees holding a position defined as GS–10 and higher for work done related to accident investigations. It caps the amount of overtime at 15% above basic pay per employee and limits the total amount of overtime to no more than 1.5% of the annual NTSB appropriation.

The National Transportation Safety Board Amendments Act of 2000 protects information obtained through the use of cockpit video recorders from disclosure and provides confidentiality for surface vehicle recorders.

The National Transportation Safety Board Amendments Act of 2000 authorized the Department of Transportation Inspector General to review the financial management and business operations of the NTSB. It also requires the Chairman of the Board to establish a budget for non-accident-related travel of Board members and submit an annual report to the Senate Committee on Commerce, Science and Transportation and the House Committee on Transportation and Infrastructure. Furthermore, it requires the NTSB Chairman to designate a Chief Financial Officer to report on the financial management of the Board.

THE ESTUARIES AND CLEAN WATERS ACT OF 2000

(Public Law 106–457)

The Estuaries and Clean Waters Act of 2000 authorizes \$1.8 billion in funding for new and existing programs to restore and enhance estuaries, lakes, and other waters across the U.S. The Act: establishes a new national estuary restoration program under the U.S. Army Corps of Engineers in cooperation with other federal, state and local interests; reauthorizes existing Clean Water Act programs, including the Chesapeake Bay, the National Estuary, the Long Island Sound, and the Clean Lakes Programs; establishes two new Clean Water Act programs, including the Lake Pontchartrain Basin Restoration Program and an alternative water

sources pilot program; authorizes the U.S. to enter into a public-private partnership to treat sewage generated in Tijuana, Mexico that flows north untreated into the U.S.; and, reauthorizes the Alaska rural sanitation grants program under the Safe Drinking Water Act Amendments of 1996.

THE GRAIN STANDARDS AND WAREHOUSE IMPROVEMENT
ACT OF 2000/SMALL WATERSHED REHABILITATION
AMENDMENTS OF 2000

(Public Law 106–472)

Section 313 of the Grain Standards and Warehouse Improvement Act of 2000 enacts the Small Watershed Rehabilitation Amendments of 2000. This legislation provides protection and assistance for rural communities and farms all over the United States by authorizing the Natural Resources Conservation Service to rehabilitate small dams built by the Federal government that have reached or are soon to reach the end of their useful life.

GEORGE E. BROWN JR. UNITED STATES COURTHOUSE

(Public Law 106–477)

This law designates the Federal Building located at 3470 12th Street in Riverside, California as the “George E. Brown Jr. United States Courthouse.” George Edward Brown Jr. was born in Holtville, California on March 6, 1920. He graduated from the University of California at Los Angeles. Congressman Brown spent a lifetime in public service working for the betterment of this country. Although he first registered as a conscience objector to the war, Congressman Brown went on to serve as a Second Lieutenant in the Army during World War II. He returned from the war and began his career with the Civil Service Department of the City of Los Angeles. In 1954, he was elected to the city council and in 1955, he was elected Mayor of Monterey Park, a Los Angeles suburb, in 1958, he was elected to the California State Assembly and served in the assembly until 1962. While in the assembly he introduced a bill to ban the use of lead in gasoline. In 1962, he was elected to the United States House of Representatives. He served for four terms and was an ardent fighter for civil rights legislation in 1964. In 1970 he ran for the U.S. Senate and was defeated. He returned to the House with a successful election in 1972 and served in the House for the next 13 succeeding Congresses. With a degree in Industrial Physics, Congressman Brown was a strong advocate for the advancement of science and technology policy. He was the Chairman of the Science Committee for the 102nd and 103rd Congresses. He also worked on policies for energy and resource conservation, sustainable agriculture, national information systems, and the integration of technology in education. Congressman Brown died in his 18th term at the age of 79, on July 14, 1999.

WILLIAM KENZO NAKAMURA UNITED STATES
COURTHOUSE

(Public Law 106–478)

This law designates the Federal Building located at 1010 Fifth Avenue in Seattle, Washington, as the “William Kenzo Nakamura United States Courthouse.” William Nakamura was born in the International District of Seattle. A month after the bombing of Pearl Harbor and two months before the Nakamura’s were evacuated to the Minidika Relocation Center in Hunt, Idaho, William’s mother passed away. At the time of the relocation William was enrolled at the University of Washington. After arriving at the relocation center, in a show of patriotism to the United States, Nakamura volunteered for the 442nd Regimental Combat Team. On July 4, 1944 near Castellina, Italy, Private First Class Nakamura’s acts of heroism freed his platoon’s position from gunfire twice. He first advanced an enemy’s machine gun nest and allowed his platoon to move forward with minimal casualties. Later that day Nakamura provided cover against machine gun fire to slow the enemy, which allowed his platoon to retreat to safety. Private First Class Nakamura suffered fatal gunshot wounds to the head while the platoon returned to safety. More than 100 members of the 442nd, including Nakamura received the Distinguished Service Cross, and 55 years later Nakamura rightfully received the Congressional Medal of Honor.

TRANSPORTATION EMPLOYEE FAIR TAXATION ACT OF 1999

(Public Law 106–489)

Public Law 106–489 is designed to clarify the taxing status of certain types of interstate waterway workers, which under current law is ambiguous. This uncertainty in taxing status allows States to tax the income of interstate waterway workers in a worker’s State of residence and in any State in which the worker earns 50 percent or more of his annual income. The law resolves this ambiguity by prohibiting any State from taxing the income of a non-resident interstate waterway worker.

AIRPORT SECURITY IMPROVEMENT ACT OF 2000

(Public Law 106–528)

The Airport Security Improvement Act of 2000 requires criminal history record checks (i.e. FBI fingerprint check) for all people who apply for a job as baggage and checkpoint security screeners or that will give them access to the air field. It also requires FAA to expand the electronic fingerprint transmission pilot program to the whole aviation industry. It also expands the list of crimes that would disqualify a person from being employed as a security screener and increases the amount of classroom training required of security screeners.

The Airport Security Improvement Act of 2000 would increase the use of explosive detection system (EDS) equipment for checked

baggage by increasing the random selection rate only where it finds the EDS equipment is underused. It also requires a final rule in April on certification of screening companies.

The Airport Security Improvement Act of 2000 requires FAA to work with airports and airlines to strengthen procedures to prevent unauthorized access to aircraft and the airfield. It would hold security screeners responsible for security lapses through progressive disciplinary measures and require FAA to improve security at its own air traffic control facilities.

THE WATER RESOURCES DEVELOPMENT ACT OF 2000

(Public Law 106–541)

The Water Resources Development Act of 2000 addresses the Civil Works program of the Army Corps of Engineers, providing water related engineering services related to navigation, flood control, environmental restoration, shore protection, hydropower, water supply, and recreation. It authorizes new projects and makes modifications to existing projects. It directs that new studies be conducted to determine the feasibility and federal interest in addressing water related issues at various locations. Other provisions create new programs for the Corps to implement and make improvements to existing ones. The law includes a response to water resources issues in South Central Florida by authorizing the framework for a major program to store, treat, and release water at appropriate times for municipal and agricultural uses and for restoration of the natural ecosystem of the Everglades.

AN ACT, MAKING CONSOLIDATED APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2001, AND FOR OTHER PURPOSES

(Public Law 106–554)

This Act contains nine bills which provide a large number of Federal agencies with funding through the end of fiscal year 2001. One of these bills, H.R. 5666, includes additional miscellaneous appropriations for fiscal year 2001 along with a number of authorizing provisions. Eleven of these authorizing sections relate to the Coast Guard and maritime transportation in general and were developed by the Subcommittee.

Section 1111 of H.R. 5666 directs the Secretary of Transportation to transfer \$575,000 to the City of Oshkosh for the removal of the bridge over the Fox River in Oshkosh, Wisconsin. Section 1112 waives certain coastwise trade laws for the vessels WELLS GRAY and the ANNANDALE. The WELLS GRAY will be used as a passenger vessel visiting Alaska, while the ANNANDALE will be used as a passenger vessel on fishing charters.

Four provisions in this legislation call for transferring specific parcels of Federal property to various new owners. The first section transfers Coast Guard LORAN station Middletown, California, to Lake County, California, while the second transfers the Coast Guard LORAN Station Nantucket, Massachusetts, to the Town of

Nantucket. The third section transfers the Plum Island Boat House and Lighthouse located in Essex County, Massachusetts, to the City Newburyport, Massachusetts, and the final provision transfers Coast Guard Station Scituate to the National Oceanic and Atmospheric Administration.

In making these transfers the United States would convey, without compensation, all right, title and interest, except that the Coast Guard retains ownership of any historic artifact. The conveyance of these properties is subject to the condition that the properties are maintained in a manner that ensures their present and future use for Coast Guard aids to navigation. In addition, the Coast Guard continues to have access to the properties for the operation and maintenance of aids to navigation.

Section 1117 of the legislation amends section 415 of the Coast Guard Authorization Act of 1998 (Public Law 105-383), to extend a provision of current law to September 30, 2004. The provision relates to a 1997 Coast Guard enforcement policy for disposal of dry bulk cargo residue in the Great Lakes. The section also requires the Secretary of Transportation to conduct a study of the effectiveness of the United States' 1997 Enforcement Policy for Cargo Residues on the Great Lakes by September 30, 2002. Finally, the section authorizes the Secretary to implement and enforce a program to regulate incidental residue discharges from vessels of non-hazardous and non-toxic dry bulk cargo into the waters of the Great Lakes, which takes into account the findings of the study.

Section 1118 of H.R. 5666 amends section 9307 of title 46, United States Code, to authorize the Coast Guard to extend the Great Lakes Pilotage Advisory Committee from 2003 to 2005. It also amends section 9307 of title 46, United States Code, which establishes the Great Lakes Pilotage Advisory Committee. This section makes two changes to the membership of the Committee. First, section 9307 is amended to clarify that the President of each of the three pilotage associations are to be members of the Committee. Second, the individual representing the general public is changed to be an individual that has a background in finance or accounting and who has been recommended to the Secretary by a unanimous vote of the other six members of the Advisory Committee. This provision takes effect on the date of enactment of this Act. Therefore, on that date the Committee will be composed of six members: the President of each of the three pilot associations, and the three individuals that the Secretary has already appointed to represent Great Lakes ports, shippers, and carriers. The provision also clarifies that any recommendations made to the Secretary require the approval of six out of the seven Committee members (or if the seventh member has not been appointed, then five of the six members). It further eliminates the requirement that the Secretary's representative to the Committee "advise" the Committee. The Executive Secretary of the Advisory Committee is to provide administrative support for the Committee, but should not plan the agenda of meetings or otherwise interfere in the operation of the Committee.

Section 1119 fills in a gap in the law not covered by section 4370 of the Revised Statutes (section 316, title 46, App. United States Code), the so-called "Towing Vessel Act". This section requires that

vessels engaged in towing assistance or towing escort to be a vessel of the United States, that is, a vessel that is documented, numbered, or titled in the United States. It is not required to be a vessel that meets all of the traditional coastwise eligibility requirements—unless the vessel is engaged in other coastwise operations that are otherwise subject to the section 4370 of the Revised Statutes.

Section 1120 authorizes the Coast Guard to spend \$100,000 to reimburse the owners of the Cape May Lighthouse, formerly a Coast Guard facility, for the cleanup of lead contaminated soil at the lighthouse.

Finally, section 1122 of the bill authorizes the Coast Guard to transfer funds in an amount not to exceed \$200,000 and project management authority to the Traverse City Area Public School District for the purposes of demolition and removal of “Building 402” at a former Coast Guard property located in Traverse City, Michigan.

DEPARTMENTS OF LABOR, HEALTH AND HUMAN SERVICES, AND EDUCATION, AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

(Public Law 106–554)

This Act includes several provisions from the Committee on Transportation and Infrastructure.

Section 109 of Division B of this Act includes a provision similar to H.R. 673, the Florida Keys Water Quality Improvements Act as passed by the House on May 3, 2000. The provision authorizes \$100 million for the Secretary of the Army to carry out projects to improve water quality in the Florida Keys National Marine Sanctuary.

Sections 110 and 111 of Division B of this Act include provisions similar to H.R. 910, the San Gabriel Basin Restoration Initiative, as passed by the House on March 28, 2000. Section 110 authorizes \$85 million to create a Restoration Fund in the U.S. Treasury to address groundwater contamination problems in the San Gabriel Basin, authorizes the U.S. Army Corps of Engineers to participate in the Central Basin Water Quality Project. Section 111 authorizes \$25 million for research related to groundwater contamination caused by perchlorate.

Section 112 of Division B of this Act includes a provision that slightly modifies H.R. 828, the Wet Weather Quality Act of 2000, as reported to the House by the Committee on Transportation and Infrastructure. The provision authorizes \$1.5 billion in EPA assistance to control overflows from combined and sanitary sewers and \$45 million in EPA assistance for an urban wet weather watershed pilot program, among other actions to address wet weather problems that affect communities across the U.S.

This Act also contains several other provisions that are related issues under consideration by the Committee during the development of the Water Resources Development Act of 2000. Section 104 of Division B, Ten- and Fifteen-Mile Bayous, Arkansas, modifies the project for flood control, Saint Francis River Basin, Missouri

and Arkansas. This provision was included in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000. Section 105 of Division B directs the Secretary of the Army to enter into an agreement to permit the City of Alton, Illinois to construct authorized recreational facilities and to reimburse the City of Alton for the Federal share. Section 107 of Division B modifies the project for navigation, Tampa Harbor, Florida, to authorize the Secretary of the Army to deepen and widen the Alafia Channel. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000.

Section 108 of Division B amends section 219 of the Water Resources Development Act of 1992 by adding new projects for environmental infrastructure and increasing the authorized funding level for some existing projects. This authorization for \$386 million of environmental infrastructure projects was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2796, which passed the House on October 19, 2000.

Section 113 of Division B amends the Water Resources Development Act of 2000 by authorizing fish passage devices at the New Savannah Bluff Lock and Dam, South Carolina. Section 114 of Division B extinguishes reversionary interests and use restrictions on a certain plot of land in Umatilla County, Oregon. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000. Section 115 of Division B repeals an authorization in the Water Resources Development Act of 2000 for the project for flood damage reduction, Murrieta Creek, California. A separate authorization for the Murrieta Creek project is in the Energy and Water Appropriations Act for Fiscal Year 2001, Public Law 106-377. Section 116 of Division B directs the Secretary of the Army to reimburse the nonfederal interests for costs incurred for the project for aquatic ecosystem restoration, Penn Mine, Calaveras County, California. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000. Section 117 of Division B modifies the project for flood control, Greers Ferry Lake, Arkansas, to authorize the Secretary of the Army to construct water intake facilities to benefit Lonoke and White Counties, Arkansas. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000. Section 118 of Division B modifies the project for flood control, Chehalis River and Tributaries, Washington, to provide credit to the nonfederal interest for work done prior to execution of an agreement if that work is integral to the project.

CONSOLIDATED APPROPRIATIONS ACT OF 2001 (DELTA REGIONAL AUTHORITY ACT OF 2000)

(Public Law 106-554)

This law, among other things, establishes the Delta Regional Authority (DRA). The DRA is an agency similar in purpose and struc-

ture to the Appalachian Regional Commission, intended to address the economic needs of the Lower Mississippi River region. The DRA shall be composed of a Federal Cochairperson and the governors of each state comprising the region. The DRA has the authority to provide grants for the development of projects concerning transportation infrastructure, public services, job training and employment related education. The grants are to be awarded on an economic need priority basis. The DRA is authorized at \$30,000,000 for a two-year term.

COMMITTEE VIEWS AND ESTIMATES REPORTS

Pursuant to section 310(d) of the Congressional Budget Act, the Committee submitted its Views and Estimates Reports to the Committee on the Budget for fiscal year 200 and 2001 on March 2, 1999 and February 17, 2000 respectively.

These reports, intended to provide the Budget Committee with an early and comprehensive indication of Committee legislation plans for the next fiscal year, contained the views and estimates of new budget authority and outlays to be authorized in legislation under the Committee's jurisdiction which would become effective during the next fiscal year.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON AVIATION

During the 106th Congress, the Subcommittee on Aviation was chaired by Congressman John J. Duncan Jr. Congressman William O. Lipinski served as the Ranking Democratic Member on the Subcommittee. The Aviation Subcommittee held hearings on 40 different topics, and developed significant legislation including the Wendell H. Ford Aviation Investment and Reform Act of the 21st Century, National Transportation Safety Board Amendments Act of 2000, and the Airport Security Improvement Act of 2000.

ENACTED LEGISLATION

WENDELL H. FORD AVIATION INVESTMENT AND REFORM ACT FOR THE 21ST CENTURY

The Aviation Subcommittee's top priority for the 106th Congress was the reauthorization of the programs of the Federal Aviation Administration. The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106-181, was the culmination of efforts that began several years ago and continued until the President signed AIR 21 into law on April 5, 2000.

AIR 21 unlocks the Aviation Trust Fund and ensures that the taxes paid by the flying public go towards improving our nation's airport and airways. AIR 21 is a three-year bill that will increase aviation investment by \$10 billion over current levels, with the lion's share of the funding going to air traffic control modernization and much-needed airport construction projects. The total authorized funding for federal aviation programs for 2001-2003 will total \$40 billion, \$33 billion of which will be guaranteed from the trust fund through a series of points of order, while \$6.7 billion will be available to be appropriated from the general fund.

AIR 21 will benefit all sectors of the airport and airway system. It makes our skies safer by increasing the FAA's facilities & equipment budget by almost 50 percent so that the agency can modernize our antiquated air traffic control system. It increases investment for runways and other equipment at airports that will enhance safety. It provides the FAA sufficient funding to hire and retain air traffic controllers, maintenance technicians, and safety inspectors necessary for the safety of the aviation system. It creates a cost-sharing program for airports and airlines to purchase air traffic control equipment. AIR 21 authorizes funding to improve the training of airport screeners, makes runway incursion prevention devices and wind shear detection devices eligible for AIP funding and requires cargo airlines to install collision avoidance systems on their aircraft. It provides whistleblower protection for both the FAA and airline employees so they can reveal legitimate safety problems

without fear of retaliation and it ensures that funding is available to raise safety standards at small airports.

AIR 21 will improve airline competition. It provides substantially more money to build terminals, gates, taxiways, and other infrastructure to stimulate competition at airports. It also increases access and competition to Chicago O'Hare, New York Kennedy and New York LaGuardia airports by phasing out slot restrictions. AIR 21 also creates 24 new slots at Washington Reagan National Airport, 12 of which may be used for flights within the 1,250 mile perimeter and 12 of which may be used for flights outside of the perimeter.

AIR 21 protects the environment by increasing funding for noise abatement projects. It also directs the Secretary of Transportation to study methods for streamlining the environmental review approval process and establishes guidelines for air tours over our national parks.

AIR 21 helps small communities by increasing the minimum funding for non-hub airports from \$500 thousand to \$1.0 million per year. It also created a program that guarantees funds for general aviation airports.

Additionally, AIR 21 helps small communities by doubling the small airport fund; creating a new discretionary set-aside for reliever airports; authorizing a contract tower cost-sharing program so that small airports can get the benefits of air traffic control services; creating an incentive program to help airlines buy regional jets if they agree to use them to serve small airports; and by creating a new funding program to help small, under-served airports market and promote their air service.

AIR 21 helps large airports as well. It doubles the minimum amount of the annual passenger funding for primary airports (airports with 10,000 or more passengers per year). It raises the cap on the amount of annual funding that a large airport can receive from \$22 million to \$26 million. It doubles the funding for cargo airports and raises the cap on the Passenger Facility Charge (PFC) to \$4.50 so that an airport has the flexibility to proceed on its own with those improvement projects that cannot be funded through the Federal Airport Improvement Program.

AIR 21 addresses the needs of passengers and pilots by reforming the management of the FAA's air traffic control system. It creates an oversight board similar to the one established in the recent IRS reform legislation. It also strengthens the provisions of the Aviation Disaster Family Assistance Act that was created following the ValuJet and TWA 800 crashes in 1996. It also allows pilots to appeal an emergency revocation of their license to the safety board.

AIR 21 CONFERENCE AGREEMENT FUNDING LEVELS '2001-'2003

[Compared to FY 2000 Enacted Level in millions of dollars]

	Enacted		Authorized		'2001-'2003 Total	Increase over '1998- '2000
	2000	2001	2002	2003		
Operations	5,893	6,592	6,886	7,357	20,835	+24%
Airport Improvement Program (AIP)	1,896	3,200	3,300	3,400	9,900	+79%
Facilities and Equipment	2,045	2,657	2,914	2,981	8,552	+42%

AIR 21 CONFERENCE AGREEMENT FUNDING LEVELS '2001-'2003—Continued

[Compared to FY 2000 Enacted Level in millions of dollars]

	Enacted		Authorized		'2001-'2003 Total	Increase over '1998- '2000
	2000	2001	2002	2003		
Research, Engineering, & Development (RE&D) ¹	156	237	249	255	741	+48%
FAA Total Budget Resources	9,991	12,686	13,349	13,993	40,028	+39%

¹ No authorization in 2003. The amount provided is an estimate.NATIONAL TRANSPORTATION SAFETY BOARD
AMENDMENTS ACT OF 2000

The Aviation Subcommittee passed P.L. 106–424, the National Transportation Safety Board Amendments Act of 2000 to reauthorize the National Transportation Safety Board (NTSB).

The National Transportation Safety Board Amendments Act of 2000 authorizes funding for the NTSB at \$57 million for fiscal year 2000, at \$65 million for fiscal year 2001, and at \$72 million for fiscal year 2002. This represents a significant increase over previous authorizations and is intended to accommodate costs associated with major airline accident investigations.

Additionally, the National Transportation Safety Board Amendments Act of 2000 clarifies the jurisdiction of the NTSB in accidents that occur within 12 miles of the coast of the United States. It also authorizes the NTSB to enter into an agreement with private entities and governments for technical services and training. It also requires the NTSB and the Coast Guard to revise their memorandum of understanding governing major maritime accidents to clarify when NTSB has investigative priority. This Act also requires the NTSB to relinquish priority in an investigation if the U.S. Attorney General determines, in consultation with NTSB Chairman, that an accident may have been caused by a criminal act.

This act established overtime pay for employees holding a position defined as GS–10 and higher for work done related to accident investigations. It caps the amount of over time at 15% above basic pay per employee and limits the total amount of overtime to no more than 1.5% of the annual NTSB appropriation.

This act gives information obtained through the use of cockpit video recorders the same protection from disclosure as information obtained using cockpit voice recorders. Additionally, it provides confidentiality for surface vehicle recorders.

This act also establishes procedures to improve the management of NTSB finances. It authorizes the Department of Transportation Inspector General to review the financial management and business operations of the NTSB. It also requires the Chairman of the Board to establish a budget for non-accident-related travel of Board members and submit an annual report to the Senate Committee on Commerce, Science and Transportation and the House Committee on Transportation and Infrastructure. Furthermore, it requires the NTSB Chairman to designate a Chief Financial Officer to report on the financial management of the Board.

AIRPORT SECURITY IMPROVEMENT ACT OF 2000

The House passed the Airport Security Improvement Act near the end of the 106th Congress (P.L. 106-528)

This bill helps improve airport security by requiring criminal history record checks (i.e. FBI fingerprint check) for all people who apply for a job as baggage and checkpoint security screeners or that will give them access to the air field. It also requires the FAA to expand the electronic fingerprint transmission pilot program to the whole aviation industry. It also expands the list of crimes that would disqualify a person from being employed as a security screener and increases the amount of classroom training required of security screeners.

P.L. 106-528 requires FAA to work with airports and airlines to strengthen procedures to prevent unauthorized access to aircraft and the air field. It would hold security screeners responsible for security lapses through progressive disciplinary measures and require FAA to improve security at its own air traffic control facilities.

Finally this Act would increase the use of explosive detection system (EDS) equipment for checked baggage by increasing the random selection rate where it finds the EDS equipment is underused. It also requires a final rule in May on certification of screening companies.

HEARINGS

On February 4, 1999, the Subcommittee held a hearing on the financial commitment needed to enhance the safety of our airports and air traffic control systems.

On February 10, 1999, the Subcommittee held a hearing on the economic impact of airports and airport improvements on the community and the economy.

On February 11, 1999, the Subcommittee held a hearing on the benefits to passengers and private pilots from increased funding for airport improvements and air traffic control modernization.

On February 22, 1999, the Subcommittee held a field hearing in Wichita, Kansas on funding and infrastructure issues at small and medium sizes airports.

On March 8, 1999, the Subcommittee held a field hearing in Huntington, West Virginia on funding and infrastructure issues at small and medium sizes airports.

On March 10, 1999, the Subcommittee held a hearing on H.R. 700, The Airline Passenger Bill of Rights, H.R. 780, The Passenger Entitlement and Competition Enhancement Act of 1999, and on H.R. 908, The Aviation Consumer Right to Know Act of 1999.

On May 6, 1999, the Subcommittee held a hearing on the reauthorization of the National Transportation Safety Board.

On June 9, 1999, the Subcommittee held a hearing on the preservation and promotion of general aviation airports.

On June 30, 1999, the Subcommittee held a hearing on the Status of Airport Privatization Efforts.

On July 22, 1999, the Subcommittee held a hearing on the Aviation Operations During Severe or Rapidly Changing Weather Conditions.

On August 3, 1999, and September 15, 1999, the Subcommittee held hearings on Pilot Fatigue

On September 9, 1999, the Subcommittee held a hearing on the European Union Effort to Ban Hush-Kitted Aircraft.

On September 20, 1999, the Subcommittee held a field hearing in Saratoga Springs, New York focusing on Air Service Problems in Upstate New York: Part One.

On September 20, 1999, the Subcommittee held a field hearing in Cheektowaga, New York focusing on Air Service Problems in Upstate New York: Part Two.

On October 11, 1999, the Subcommittee held a field hearing in Bangor, Maine on Air Service Problems in Maine.

On October 11, 1999, the Subcommittee held a field hearing in Nashua, New Hampshire on Modernization Efforts at the Boston En Route Center.

On October 12, 1999, the Subcommittee held a field hearing in Pittsburgh, Pennsylvania on the Loss of Air Service between Pittsburgh and London.

On October 14, 1999, the Subcommittee held a hearing on the Recent Increase in Air Traffic Control Delays.

On October 20, 1999, the Subcommittee held a hearing on the State of Airline Competition (Including the Status of New Low Cost Airlines and the Department of Transportation's Response to the TRB Report.)

On October 21, 1999, the Subcommittee held a hearing on the State of Airline Competition (Including the Status of New Low Cost Airlines and the Department of Transportation's Response to the TRB Report.)

On November 4, 1999, the Subcommittee held a hearing on Straight Out Departures at Newark Airport.

On February 15, 2000, the Subcommittee held a hearing on the Recent Breakdown of Aviation Negotiations Between the United States and the United Kingdom.

On February 29, 2000, the Subcommittee held a hearing on the Federal Aviation Administration's Budget Request and Funding Needs.

On March 1, 2000, the Subcommittee held a hearing on the Federal Aviation Administration's Budget Request and Funding Needs.

On March 16, 2000, the Subcommittee held a hearing on Aviation Security: Focusing on Training and Retention of Screeners.

On April 6, 2000, the Subcommittee held a joint hearing with the Committee on Resources on H.R. 3661, The General Aviation Access Act.

On April 11, 2000, the Subcommittee held a hearing on Issues Arising Out of the Egypt Air Crash. (Including Video Recorders in the Cockpit, English Proficiency Requirements for Foreign Pilots, and Psychological Testing of Pilots.)

On May 16, 2000, the Subcommittee held a hearing on the Future of Aviation Technology: Is the Sky the Limit?

On May 25, 2000, the Subcommittee held a hearing on the Future of the Small Community Essential Air Service Program.

On June 20, 2000, the Subcommittee held a hearing on the Federal Aviation Administration's Implementation of the Aviation

Medical Assistance Act of 1998. (Should Defibrillators be required on Aircraft and at Airports?)

On June 29, 2000, the Subcommittee held a hearing on the Cost Overruns and Delays in the FAA's Wide Area Augmentation System (WAAS) and Related Radio Spectrum Issues.

On July 20, 2000, the Subcommittee held a hearing on Portable Electronic Devices: Do they really Pose a Safety Hazard on Aircraft?

On July 27, 2000, the Subcommittee held a hearing on the Trend Towards Criminalization of Aircraft Accidents.

On September 21, 2000, the Subcommittee held a hearing on Government and Industry Plans with respect to Stage 4 Commercial Aircraft.

On September 28, 2000, the Subcommittee held a hearing on Airline Delays: The Summer of Our Discontent.

On October 5, 2000, the Subcommittee held a hearing on the Challenges Associated with Building New Runways.

On October 11, 2000, the Subcommittee held a hearing on the Effect of Fuel Price Increases on Airlines and Passengers.

On December 5, 2000, the Subcommittee held a hearing on the Slot Lottery at LaGuardia Airport.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

During the 106th Congress, the Subcommittee on Coast Guard and Maritime Transportation, Chaired by Congressman Wayne T. Gilchrest, with Congressman Peter DeFazio serving as Ranking Democratic Member, developed major legislation dealing with the U.S. Coast Guard and U.S. Federal Maritime Commission. One of the legislative proposals would have authorized the Coast Guard during fiscal years 2000 and 2001. This legislation also involved the Coast Guard's responsibilities to ensure safety of life and property at sea, to enforce all Federal laws on the high seas and U.S. waters, to maintain aids to navigation, to protect the marine environment, and to ensure the safety and security of vessels, ports, waterways, and related facilities. The Subcommittee also developed legislation to authorize the Federal Maritime Commission during fiscal years 2000 and 2001. Three legislative proposals were enacted into Federal law. One proposal declares a portion of the James River and Kanawha Canal in Richmond, Virginia, to be non-navigable waters of the United States, the second deems the vessel M/V MIST COVE to be less than 100 gross tons, and the third clarified the taxing status of certain types of interstate waterway workers. The Subcommittee also held a hearing on H.R. 316, the Cruises-to-Nowhere Act of 1999.

The Subcommittee held oversight hearings on the Coast Guard's operational and support program expenditures, the effectiveness of the Oil Pollution Act of 1990, the future needs of the U.S. marine transportation system, the requirement for double hulls under the Oil Pollution Act of 1990, and Cruise Ship Safety. During the 106th Congress, the Subcommittee also held oversight hearings on the Coast Guard's search and rescue and icebreaking missions, the Ocean Shipping Reform Act, the disposal of obsolete Maritime Administration vessels, and the Coast Guard's fiscal year 2000 operational cuts.

ENACTED LEGISLATION

AN ACT TO DEEM THE VESSEL M/V MIST COVE TO BE LESS
THAN 100 GROSS TONS, AS MEASURED UNDER CHAPTER
145 OF TITLE 46, UNITED STATES CODE.

(Public Law 106-5)

Public Law 106-5 requires the Secretary of Transportation to prescribe a tonnage measurement as a small passenger vessel, as defined in section 2101 of title 46, United States Code, for the M/V MIST COVE. This will require the MIST COVE to comply with current safety requirements applicable to small passenger vessels.

The law also includes a restriction that the vessel may not be constructed larger than 157 feet.

AN ACT TO DECLARE A PORTION OF THE JAMES RIVER
AND KANAWHA CANAL TO BE NONNAVIGABLE WATERS
OF THE UNITED STATES

(Public Law 106–32)

Public Law 106–32 declares the portion of the James River and the Kanawha Canal in Richmond, Virginia, to be nonnavigable waters of the United States for purposes of subtitle II of title 46, United States Code. The law also provides the Secretary of Transportation with the authority to remove the nonnavigability declaration if necessary to protect public safety.

TRANSPORTATION EMPLOYEE FAIR TAXATION ACT OF 1999

(Public Law 106–489)

Public Law 106–489 is designed to clarify the taxing status of certain types of interstate waterway workers, which under current law is ambiguous. This uncertainty in taxing status allows States to tax the income of interstate waterway workers in a worker's State of residence and in any State in which the worker earns 50 percent or more of his annual income. The law resolves this ambiguity by prohibiting any State from taxing the income of a non-resident interstate waterway worker.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL
YEAR 2000

(Public Law 106–65)

This legislation allows the Secretaries of the Military Departments and the Secretary of Transportation for the Coast Guard to install and operate telephones in private residences of certain persons providing voluntary services. The Act also provides for a military pay raise of 4.8 percent for the year 2000 as well as additional future military pay raises, extends Coast Guard authority for drug interdiction to include Naval aircraft, includes Coast Guard personnel in existing GI Bill educational programs, and prohibits the release of Coast Guard contractor proposals under the Freedom of Information Act. Finally, Public Law 106–65 provides for war risk insurance for commercial vessels under section 1214 of the Merchant Marine Act, 1936, and establishes an Office of the Coast Guard Reserve as well as a Director of the Coast Guard Reserve.

THE FLOYD D. SPENCE NATIONAL DEFENSE
AUTHORIZATION ACT FOR FISCAL YEAR 2001

(Public Law 106–398)

Public Law 106–398 provides for a military pay raise of 3.7 percent for the year 2001. The Act also amends title 14, United States Code, to allow the Coast Guard to establish the size of promotion zones for Reserve Officers and to promote from below the promotion zone.

AN ACT, MAKING CONSOLIDATED APPROPRIATIONS FOR
THE FISCAL YEAR ENDING SEPTEMBER 30, 2001, AND FOR
OTHER PURPOSES

This Act contains nine bills which provide a large number of Federal agencies with funding through the end of fiscal year 2001. One of these bills, H.R. 5666, includes additional miscellaneous appropriations for fiscal year 2001 along with a number of authorizing provisions. Eleven of these authorizing sections relate to the Coast Guard and maritime transportation in general and were developed by the Subcommittee.

Section 1111 of H.R. 5666 directs the Secretary of Transportation to transfer \$575,000 to the City of Oshkosh for the removal of the bridge over the Fox River in Oshkosh, Wisconsin. Section 1112 waives certain coastwise trade laws for the vessels WELLS GRAY and the ANNANDALE. The WELLS GRAY will be used as a passenger vessel visiting Alaska, while the ANNANDALE will be used as a passenger vessel on fishing charters.

Four provisions in this legislation call for transferring specific parcels of Federal property to various new owners. The first section transfers Coast Guard LORAN station Middletown, California, to Lake County, California, while the second transfers the Coast Guard LORAN Station Nantucket, Massachusetts, to the Town of Nantucket. The third section transfers the Plum Island Boast House and Lighthouse located in Essex County, Massachusetts, to the City Newburyport, Massachusetts, and the final provision transfers Coast Guard Station Scituate to the National Oceanic and Atmospheric Administration.

In making these transfers the United States would convey, without compensation, all right, title and interest, except that the Coast Guard retains ownership of any historic artifact. The conveyance of these properties is subject to the condition that the properties are maintained in a manner that ensures their present and future use for Coast Guard aids to navigation. In addition, the Coast Guard continues to have access to the properties for the operation and maintenance of aids to navigation.

Section 1117 of the legislation amends section 415 of the Coast Guard Authorization Act of 1998 (Public Law 105–383), to extend a provision of current law to September 30, 2004. The provision relates to a 1997 Coast Guard enforcement policy for disposal of dry bulk cargo residue in the Great Lakes. The section also requires the Secretary of Transportation to conduct a study of the effectiveness of the United States' 1997 Enforcement Policy for Cargo Resi-

dues on the Great Lakes by September 30, 2002. Finally, the section authorizes the Secretary to implement and enforce a program to regulate incidental residue discharges from vessels of non-hazardous and non-toxic dry bulk cargo into the waters of the Great Lakes, which takes into account the findings of the study.

Section 1118 of H.R. 5666 amends section 9307 of title 46, United States Code, to authorize the Coast Guard to extend the Great Lakes Pilotage Advisory Committee from 2003 to 2005. It also amends section 9307 of title 46, United States Code, which establishes the Great Lakes Pilotage Advisory Committee. This section makes two changes to the membership of the Committee. First, section 9307 is amended to clarify that the President of each of the three pilotage associations are to be members of the Committee. Second, the individual representing the general public is changed to be an individual that has a background in finance or accounting and who has been recommended to the Secretary by a unanimous vote of the other six members of the Advisory Committee. This provision takes effect on the date of enactment of this Act. Therefore, on that date the Committee will be composed of six members: the President of each of the three pilot associations, and the three individuals that the Secretary has already appointed to represent Great Lakes ports, shippers, and carriers. The provision also clarifies that any recommendations made to the Secretary require the approval of six out of the seven Committee members (or if the seventh member has not been appointed, then five of the six members). It further eliminates the requirement that the Secretary's representative to the Committee "advise" the Committee. The Executive Secretary of the Advisory Committee is to provide administrative support for the Committee, but should not plan the agenda of meetings or otherwise interfere in the operation of the Committee.

Section 1119 fills in a gap in the law not covered by section 4370 of the Revised Statutes (section 316, title 46, App. United States Code), the so-called "Towing Vessel Act". This section requires that vessels engaged in towing assistance or towing escort to be a vessel of the United States, that is, a vessel that is documented, numbered, or titled in the United States. It is not required to be a vessel that meets all of the traditional coastwise eligibility requirements—unless the vessel is engaged in other coastwise operations that are otherwise subject to the section 4370 of the Revised Statutes.

Section 1120 authorizes the Coast Guard to spend \$100,000 to reimburse the owners of the Cape May Lighthouse, formerly a Coast Guard facility, for the cleanup of lead contaminated soil at the lighthouse.

Finally, section 1122 of the bill authorizes the Coast Guard to transfer funds in an amount not to exceed \$200,000 and project management authority to the Traverse City Area Public School District for the purposes of demolition and removal of "Building 402" at a former Coast Guard property located in Traverse City, Michigan.

OTHER LEGISLATION

COAST GUARD AUTHORIZATION ACT OF 1999

During the First Session of the 106th Congress, the House of Representatives passed H.R. 820, the Coast Guard Authorization Act of 1999. H.R. 820 would have authorized funding for Coast Guard activities and programs that are subject to appropriation.

Section 101 of H.R. 820 authorized approximately \$4.6 billion for Coast Guard programs and activities in fiscal year 2000. This included the amounts requested by the President, with an additional \$380 million for Coast Guard drug interdiction activities (consistent with the provisions of the Western Hemisphere Drug Elimination Act), \$3 million to complete the design of the replacement for the Coast Guard Great Lakes icebreaker MACKINAW, \$1.5 million for the commercial fishing vessel safety program, and \$100 million to accelerate the national distress and response system modernization project.

Section 101 of this bill also authorized approximately \$4.8 billion for Coast Guard programs in fiscal year 2001, including amounts to maintain the level of drug interdiction provided in the Western Hemisphere Drug Elimination Act, \$110 million for the national distress and response system modernization, and \$128 million for the construction of a replacement icebreaking vessel for the Great Lakes.

Section 102 of H.R. 820 authorized 40,000 Coast Guard active duty military personnel at the end of fiscal year 2000, and 44,000 active duty military personnel at the end of fiscal year 2001. This was an increase (primarily for drug interdiction) over the level of approximately 38,000 active duty military personnel requested by the President.

Section 201 waived certain U.S. coastwise trade laws to allow the vessel NOT A SHOT to engage in fishing charters.

Section 202 of H.R. 820 authorized \$99,000 to reimburse the owner of the former Coast Guard lighthouse facility at Cape May, New Jersey, for costs incurred for the cleanup of lead contaminated soil at the facility.

Section 203 of the bill amended the Port and Waterways Safety Act to require all vessels entering the 12 mile territorial sea of the United States to provide notice to the Coast Guard 24 hours before entering those waters. Current Coast Guard regulations require these vessels to provide 24 hours notice before entering a port or place in the United States. This section also clarified that the Coast Guard has the authority to direct the safe operations of all vessels in the 12 mile territorial sea and other navigable waters of the United States during hazardous circumstances such as when a pilot is not on board the vessel.

Section 204 required the Coast Guard to maintain search and rescue air facilities at Muskegon, Michigan, until September 30, 2001, and also in the area of Chicago, Illinois, until September 30, 2001. This section authorized additional funds to establish and operate the air facilities and required the Coast Guard to study search and rescue capabilities for Southern Lake Michigan. Finally, this section required the Secretary of Transportation, within six months of the bill's enactment, to prepare and begin implementing

a comprehensive plan for aircraft and vessel search and rescue response for Lake Michigan in the vicinity of Chicago, Illinois.

Section 205 amended section 1120(g) of the Coast Guard Authorization Act of 1996 (Public Law 104-324) to add the vessel COASTAL VENTURE to a list of vessels, deemed to have been constructed in the United States for the limited purpose of the Merchant Marine Act of 1936. The company which owns the COASTAL VENTURE obtained this foreign built vessel and its coastwise trading privileges through a government forfeiture sale. The Department of Commerce later determined that even though this foreign built vessel is considered a U.S. vessel under U.S. coastwise trading laws, it cannot participate in its company's Capital Construction Fund Agreement with the U.S. Government. This section would have allowed funds generated by the COASTAL VENTURE to be deposited in its owners Capital Construction Fund account. These funds would have had to be subsequently spent in a U.S. shipyard.

Section 206 waived certain U.S. coastwise trade laws to allow the sailing vessel PRIDE OF MANY to teach youth how to sail.

Section 207 struck the expiration date, September 30, 2001, to section 2110(k) of title 46, United States Code. Section 2110(k) prohibits the Secretary of Transportation from planning, implementing, or finalizing any regulation that would promulgate any new maritime user fee which was not implemented and collected prior to January 1, 1998, including a fee or charge for any domestic icebreaking service or any other navigational assistance service.

Section 208 of H.R. 820 expressed the sense of Congress that the President should promulgate guidelines as soon as possible clarifying that a person who takes any response action consistent with the National Contingency Plan to prevent or mitigate the environmental effects of an oil discharge should not be held liable for the violation of fish and wildlife laws unless the person is grossly negligent or engages in a willful misconduct.

Section 209 waived certain U.S. coastwise trade laws to allow the vessel NORFOLK to engage in towing operations as well as salvage and escort duties.

Section 210 required the Coast Guard to continue to offer advice and technical assistance to organizations in the Great Lakes region that are dedicated to lighthouse stewardship. This section also called on the Coast Guard to promptly release information regarding the timing of designations of Coast Guard lighthouses on the Great Lakes as surplus government property.

Finally, section 211 of the House passed H.R. 820 authorized the Secretary of Transportation to spend \$20 million in fiscal year 2000 for the acquisition, construction, rebuilding, and improvement of shore facilities for Coast Guard vessels used for drug interdiction operations. The section also authorized the Secretary to spend up to \$210 million for the acquisition of up to six PC-170 coastal patrol craft for use by the Coast Guard.

The Senate passed its version of this legislation, the Coast Guard Authorization Act of 2000, on July 27, 2000, and called for the conference with the House. The House of Representatives agreed to a Conference with the Senate on October 4, 2000. The House and Senate conferees met on October 11, 2000. The conferees failed to agree on a Conference Report before the end of the 106th Congress.

THE FEDERAL MARITIME COMMISSION AUTHORIZATION ACT OF 1999

During the First Session of the 106th Congress, the House of Representatives passed H.R. 819, the Federal Maritime Commission Authorization Act of 1999. This legislation authorizes funds for the Federal Maritime Commission (FMC) for fiscal years 2000 and 2001.

Section 2 of H.R. 819 provided \$15,685,000 for the FMC in fiscal year 2000. This was \$385,000 over the amount requested for the FMC by the Administration. The additional funds will support the office of a fifth FMC commissioner. Section 2 of the bill also provided \$16,312,000 for the FMC for fiscal year 2001.

The Senate passed its version of this legislation on July 29, 1999. No further action was taken on these two versions of H.R. 819 before the end of the 106th Congress.

A CONCURRENT RESOLUTION EXPRESSING THE SENSE OF THE CONGRESS REGARDING THE HISTORIC SIGNIFI- CANCE OF THE 210TH ANNIVERSARY OF THE ESTABLISH- MENT OF THE COAST GUARD

During the Second Session of the 106th Congress, the House of Representatives passed H. Con. Res. 372 which expressed the sense of the Congress recognizing the historic significance of the 210th anniversary of the establishment of the Coast Guard and the indelible contributions of the Coast Guard to the United States.

The Senate failed to act on this legislation before the end of the 106th Congress.

HEARINGS

During the 106th Congress, the Coast Guard and Maritime Transportation Subcommittee, Chaired by Congressman Wayne T. Gilchrest, with Congressman Peter DeFazio serving as Ranking Democratic Member, held 14 hearings. Many of the Subcommittee hearings related to legislation developed by the Subcommittee. Other hearings, described below, covered a wide variety of issues involving the U.S. Coast Guard and its missions, the Oil Pollution Act of 1990, the future needs of the U.S. transportation system, a proposal to limit gambling on passenger vessels, cruise ship safety, the Ocean Shipping Reform Act, and the disposal of obsolete Maritime Administration vessels.

UNITED STATES COAST GUARD EXPENDITURES

On February 4, 1999, the Subcommittee held an oversight hearing to consider the Coast Guard's spending on its operational and support programs. The Subcommittee received testimony from the Coast Guard Director of Resources, Rear Admiral Thad Allen.

For fiscal year 1999, the Administration requested \$4.03 billion for Coast Guard programs and activities. Recognizing several critical under-funded areas, the Congress provided the President's full request, and an additional \$248 million. In addition to providing funds necessary to support and maintain current-level services by

the Coast Guard, funds were provided by the Congress to enhance two critical mission areas: Drug Interdiction and National Security.

After pointing out the importance of the Coast Guard receiving the President's Coast Guard budget request for fiscal year 2000, Admiral Allen discussed the mechanics of the Coast Guard's budgeting process as well as its funds execution and resource management. He began his discussion by pointing out that the Coast Guard's past and current operations have led the agency toward an evolution of decentralized funds execution and centralized management of funds. Due to the Coast Guard's tradition of operating in isolated places with unit commanders, whether they be on cutters or in small boat stations, the unit commanders have developed a large amount of autonomy. Local operational commanders have the ability to make specific procurements, pay their crews, and carry out the general operations of the Coast Guard at their units. While unit commanders have the power to expend funds, the Coast Guard manages and accounts for these funds at the centralized Coast Guard Finance Center in Chesapeake, Virginia.

Admiral Allen also gave the Subcommittee an explanation of how the Coast Guard allocates its resources after Congress appropriates a specific amount of money in a given fiscal year. Admiral Allen further explained how the Administration develops a Coast Guard budget request, how the Coast Guard quantifies the dollars spent on its primary missions areas through its Program Budget, how the Coast Guard establishes performance and strategic goals in its budget, and how the Coast Guard plans to improve the efficiency of its resource management.

OIL POLLUTION ACT OF 1990

On March 24, 1999, the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Water Resources and the Environment held a joint hearing on the effectiveness of the Oil Pollution Act of 1990 (OPA '90), based on its nine-year track record.

OPA '90 was enacted in response to the EXXON VALDEZ oil spill that occurred on March 24, 1989, and established a comprehensive national scheme to compensate victims of oil spills. It also included substantial new provisions to promote oil spill prevention, to increase penalties for oil spills, and to strengthen oil spill response capabilities. OPA '90 further consolidated various Federal oil spill laws and established oil spill research programs.

A major focus of OPA '90 is on prevention of oil spills and rapid, effective response to those spills that do occur. Under OPA '90, the President is required to ensure the effective and immediate spill cleanup and mitigation, or prevention of, even a threat of a spill. If necessary, the President may move beyond monitoring a spill, and take control of the actual spill cleanup.

Some of the prevention and response features of OPA are:

- Maintenance of specialized Coast Guard oil spill response units.

- Geographic area contingency planning for spill mitigation and cleanup.

- Tank vessel and waterfront facility spill response plans for each vessel and facility.

A phased-in requirement for double hulls on tank vessels, with a provision for alternate measures on small tank vessels under 5,000 gross tons.

The Coast Guard and EPA share various responsibilities for oil spill planning and response. For example, the Coast Guard is responsible for reviewing and approving vessel and offshore facility response plans and EPA is responsible for reviewing and approving response plans for certain onshore facilities.

The two Subcommittees received testimony from the U.S. Coast Guard, the Environmental Protection Agency (EPA), the National Oceanic and Atmospheric Administration (NOAA), representatives from the domestic oil industry, the international and domestic marine oil transportation industries, the cruise ship industry, as well as environmentalists.

Admiral James M. Loy, Commandant, U.S. Coast Guard, testified about the positive impact that the Oil Pollution Act of 1990 has had on the American public and the environment by explaining that the number of large oil spills has been reduced 50 percent from pre-1991 levels. He also explained how the Coast Guard has implemented the provisions of OPA '90, and how the agency has focused on the importance of oil spill prevention, preparedness, and response. Finally, Admiral Loy described how the Coast Guard plans to continue to seek engineering improvements in oil vessel design, a reduction in the human causes of oil spill accidents, and increased navigational safety in marine operations.

Elaine Davies, Deputy Director of EPA's Office of Emergency and Remedial Response, discussed EPA's role in oil spill prevention, the scope of its oil spill prevention program, the EPA's implementation of OPA '90, as well as the agency's continued efforts to further reduce the number and impact of future oil spills. David Kennedy, Director of NOAA's Office of Response and Restoration, explained how OPA '90 had successfully reduced the number of oil spills in the U.S. and NOAA's work in preventing and responding to oil spills. Mr. Kennedy also described NOAA's role as the scientific advisor to the Coast Guard and its work on oil spill damage assessment and natural resource damage restoration.

The second panel of witnesses represented the oil industry, the oil transportation industry, and the cruise ship industry. Bob Malone, President of Alyeska Pipeline Service Company, described the Alaska pipeline company's view that OPA '90 has made a significant contribution to the improvements in the safe transportation of oil in the waters of Prince William Sound and the United States. Witnesses representing the American Petroleum Institute (API), the International Association of Independent Tanker Owners (INTERTANKO), the Chamber of Shipping of America, the American Waterway Operators (AWO), and the International Council of Cruise Lines all reported that their industries consider OPA '90 to be a major success in preventing the number and size of oil spills. They also explained that their industries have fully complied with the requirements of OPA '90 and are all committed to preventing accidents which pollute the marine environment. While all the witnesses generally supported OPA '90, several expressed several specific concerns about Federal oil spill law. Thomas Moore, who represented API and INERTANKO, was critical of two aspects of OPA

'90 including its failure to preempt individual states from enacting legislation that departs from Federal liability regimes, and its failure to provide a standard approach to criminal liability in oil spill situations. Joseph Cox, President of the Chamber of Shipping of America, and Thomas Allegetti, President of AWO, stated their members' concerns about a situation where an unintended vessel grounding or collision is considered a criminal act under strict liability statutes such as the Migratory Bird Treaty Act and the Refuse Act.

The third panel of witnesses represented the environmental organizations of Ocean Advocates and the States/British Columbia Oil Spill Task Force. Both of these witnesses stated their concerns with the Oil Pollution Act, specifically their views that the Coast Guard has not properly implemented certain aspects of the law and that the law itself may need to be strengthened. Sally Lentz, representing Ocean Advocates, explained that her organization believes the Coast Guard has not been successful in implementing the pollution prevention provisions of OPA '90 and recommended that Congress direct the Coast Guard to reconsider several of its OPA '90 regulations. Jean Cameron, representing the States/British Columbia Oil Spill Task Force, recommended that Congress address oil spill risks from non-tank vessels, offshore vessel traffic management, and possible funding from the Oil Spill Liability Trust Fund for additional oil spill prevention measures.

FUTURE NEEDS OF THE U.S. MARINE TRANSPORTATION SYSTEM

On May 13, 1999, the Subcommittee held an oversight hearing on the current and future needs of the U.S. marine transportation system. The Subcommittee held an earlier hearing about this issue during the Second Session of the 105th Congress. Many Federal agencies are currently working together to gather information and develop a strategy that ensures U.S. waterways and ports, along with their intermodal connections, meet the transportation needs of the country in the 21st Century.

The marine transportation system links the United States to overseas markets and is vital to our national security interests. The U.S. is the world's largest trading nation, accounting for over one billion metric tons of commerce, or nearly 20 percent of the world's ocean borne trade. Excluding Mexico and Canada, over 95 percent of U.S. foreign trade tonnage is shipped by sea, and 14 percent of U.S. inter-city freight is transported by water.

Forecasts show that U.S. foreign oceanborne trade is expected to more than double by the year 2020. In addition to this increase in the water transportation of cargo, commuter ferries, recreational boating and other recreational uses of the waterways are expected to increase, placing even greater demands on the marine transportation system. To respond to these increased needs, the capacity of the U.S. marine transportation system must greatly increase over the next twenty years. Beyond increased physical capacity, technological developments in shipbuilding, navigation information, communications, sensors, and cargo handling will also help to improve the efficiency and safety of the marine transportation system.

Recognizing the critical importance of the maritime transportation challenge facing our nation, the Coast Guard Authorization

Act of 1998, Public Law 105-383, authorized the establishment of a Federal Task Force to assess the adequacy of our maritime transportation system. The Task Force is charged with examining our ports, waterways, harbor approach channels, and their intermodal connections from the perspectives of safety, security, efficiency, and environmental sensitivity.

The Subcommittee received testimony from the U.S. Coast Guard, the U.S. Maritime Administration (MARAD), the National Oceanic and Atmospheric Administration (NOAA), domestic and international vessel operators, the American Association of Port Authorities, the National Industrial Transportation League, and the American Pilot's Association. Admiral James Loy, Commandant of the Coast Guard, and Clyde Hart, Maritime Administrator, testified that the inevitable growth of world population, the ever-increasing globalization of the world economy, and intensified global competition in the maritime industry will lead to a sharp jump in the volume in international maritime trade in the next twenty years. They told the Subcommittee that the ports must be prepared to respond to this increased trade and that the Federal Government must eliminate overlaps among the government agencies regulating transportation as well as work with the private sector to develop the best marine transportation system possible in the future.

The Second panel included representatives of vessel operators, ports, shippers, and marine pilots. Thomas Chase, Director of Environmental Affairs for the American Association of Port Authorities, testified about the need for improved coordination among the various Federal agencies involved in the marine transportation system. He also informed the Subcommittee that ports believe the Administration and Congress must embrace marine transportation system development as an integral part of our nation's economic growth and military strength while working in partnership with the users and stakeholders at the local level. Edward Emmett, President of the National Industrial Transportation League, which represents U.S. shippers of goods, stated that his members believe we must have an efficient and modern U.S. transportation system for our country to continue to compete successfully in world trade.

The Secretary of Transportation issued *An Assessment of the U.S. Marine Transportation System, A Report to Congress*, in September of 1999. This report thoroughly describes the U.S. marine transportation system, details the numerous trends and competitive pressures in the system, gives a vision statement for the system in the year 2020, and establishes strategic areas of action to realize this vision. The Secretary also established the Federal Interagency Committee for the Marine Transportation System as the national coordinating body where Federal agencies responsible for one or more aspects of the marine transportation system come together and discuss strategies to minimize duplicate efforts and coordinate overlapping functions. The Secretary also established the Marine Transportation System National Advisory Council which will provide a structured approach for non-Federal stakeholders to contribute input to national-level issues.

REQUIREMENT FOR DOUBLE HULLS UNDER THE OIL POLLUTION ACT
OF 1990

On June 29, 1999, the Subcommittee held an oversight hearing on the requirement for double hulls under the Oil Pollution Act of 1990 (OPA '90). OPA '90 established a comprehensive national system for oil spill prevention, compensation, and cleanup. Section 4115 of OPA '90 requires double hulls on all newly constructed tank vessels. The phase-out schedule for existing single-hulled vessels, depending on the size and age of a vessel, began in 1995 and ends in 2010. Vessels with double bottoms or sides may continue to operate until 2015.

Double hull tank vessel designs are effective against oil spills because penetration into the inner hull is minimized by interposing a void space between the cargo and the outer skin of the vessel. Another strength of the double hull is its passive design. It involves no machinery and is therefore unaffected by loss of power, mechanical malfunction, or operator error. Potential weaknesses of the double hull technology include reduced vessel stability due to a higher cargo center of gravity, more rigorous construction and maintenance requirements than single hulled vessels, the possible accumulation of explosive gasses in the void bottom, and more complex salvage procedures in the event of an inner hull breach.

Section 4115(e) of OPA '90 required the Secretary of Transportation to determine whether other structural and operational tank vessel requirements would provide protection to the environment equal to or greater than that provided by double hulls. The report on double-hull alternatives was delivered to Congress in 1992. It concluded that no alternatives to double hulls existed. This is in conflict with the approach used by the International Maritime Organization to evaluate alternatives to double hulls. The international approach balances the importance of reducing the volume of oil spilled into the environment with the importance of reducing the total number of oil spills.

The Subcommittee took testimony from Representative Rodney Frelinghuysen of New Jersey, the Coast Guard, the American Shipbuilding Association, the American Petroleum Institute, several research institutions, and two companies that have developed vessel designs which could be alternatives to the double hull vessel design. Representative Frelinghuysen and the American Shipbuilding Association testified that the double hull tanker design should be maintained and that alternatives should not be considered.

Rear Admiral Robert North, Assistant Commandant for Marine Safety and Environmental Protection at the Coast Guard, told the Subcommittee that the Coast Guard continues to stand by its 1992 report which found that the double hull vessel design was unmatched in preventing the majority of oil spills when compared to the proposed alternatives. Admiral North further stated that any proposed design alternative must have a probability of zero oil outflow, for both collisions or groundings, equal to or better than that of a double hull.

Dr. Alan Brown, Virginia Polytechnic Institute professor at the Department of Aerospace and Ocean Engineering, testified that performance standards, rather than the prescriptive double hull

standard, provide the design flexibility necessary for the application of new technologies in vessel designs. He suggested that Congress support the development of an effective methodology for evaluating the oil outflow performance of alternative tanker designs in the event of a collision or grounding. Dr. Hauke L. Kite-Powell, research specialist at the Woods Hole Oceanographic Institution, described his institution's research on economically efficient means to reduce the risks of marine transportation accidents. These studies show that while double hulls provide certain benefits in reduced environmental damages, they are not the most cost-effective way to achieve these benefits. Dr. Kite-Powell felt that the United States should give greater priority to improving its navigation infrastructure, specifically, providing official databases for electronic chart systems.

Captain Edward Roe, representing Marine Safety Systems, and Mo Husain, President of MH Systems, Inc., told the Subcommittee about their company's vessels designs which could be used as alternatives to double hull vessels. Both of these witnesses felt that in some accident circumstances their designs would be more effective than double hull vessels in preventing marine oil spills.

H.R. 316, THE CRUISES-TO-NOWHERE ACT OF 1999

On July 28, 1999, the Subcommittee held a hearing on H.R. 316, the Cruises-to-Nowhere Act of 1999, introduced by Representative Frank Wolf on January 6, 1999. Under existing Federal law, offshore gaming on a vessel in international waters is legal unless a state passes a law specifically prohibiting the activity. H.R. 316 was intended to reverse this situation, and allow states to use state laws that prohibit land-based casino gaming to prohibit gambling aboard "cruises-to-nowhere".

A cruise-to-nowhere is a voyage during which a vessel departs from a port, sails to international waters (where gambling activities commence), then returns to the same port without stopping at an intervening port. The vessel keeps its casino closed while in state/Federal territorial waters, which extend 3 miles offshore.

The two Federal statutes that specifically affect shipboard gambling are the Gambling Devices Transportation Act (commonly known as the Johnson Act) and the Gambling Ship Act. The Johnson Act permits the use of gambling devices on a cruise-to-nowhere when the vessel is in international waters, and explicitly authorizes states to prohibit the use of gambling devices on cruises-to-nowhere from their ports by enacting legislation with that effect. The Gambling Ship Act (title 18, United States Code, sections 1081-1083) exempts cruises-to-nowhere from the prohibition against the operation of "gambling ships". Under the Johnson Act and the Gambling Ship Act, the states have the authority to prohibit gambling on vessels in their State waters (river, harbors, and the territorial sea).

Specifically, H.R. 316 would have amended section 5 of the Gambling Devices Transportation Act (title 15, United States Code, section 1175) to delete the requirement that a state "enact" a statute to prohibit cruises-to-nowhere, and to ensure that the Johnson Act does not preempt state law.

The Subcommittee took testimony from Representative Frank Wolf, the Attorney General of the State of Florida, the Shipbuilders Council of America, several cruise ship operators, the Port of Palm Beach, and two organizations which oppose gambling on cruises-to-nowhere. Representative Wolf testified in support of his bill. He stated that his bill would return the jurisdiction over gambling on cruises-to-nowhere back to the states. Bob Butterworth, Attorney General for the State of Florida, told the Subcommittee that he strongly supported H.R. 316 because it gives undisputed state control of cruises-to-nowhere.

The second panel of witness all opposed Representative Wolf's bill. Allen Walker, President of the Shipbuilders Council of America, stated that his member shipyards strongly oppose H.R. 316. Mr. Walker believes that states already have the right to prohibit gambling within their borders and can specifically ban gambling on cruises-to-nowhere. C. Dean Hofmeister, Chairman of SeaEscape Cruises, and Lester Bullock, President of the Day Cruise Association, both opposed H.R. 316 because of the devastating affect it will have on their industry and the economic damages which would be caused to States of Massachusetts, New York, South Carolina, Georgia and Florida.

The final panel of two witnesses supported H.R. 316. Bernard Horn, Director of Political Affairs of the National Coalition Against Gambling Expansion, testified that cruises-to-nowhere gambling multiplies the economic and societal costs of gambling while virtually eliminating its benefits. Mr. Steve Walsh, representing the Beach Defense Fund of Hollywood, Florida, told the Subcommittee about the damages a cruise-to-nowhere operation has caused his small neighborhood.

The Subcommittee took no further action on H.R. 316 during the 106th Congress.

CRUISE SHIP SAFETY

On October 7, 1999, the Subcommittee held an oversight hearing on cruise ship safety. The Subcommittee called the hearing to investigate the safety of the millions of U.S. citizens who take cruises on U.S.- and foreign-flag vessels. It also inquired about the current level of medical services on cruise ships as well as the security of passengers on these vessels. The Subcommittee received testimony from the U.S. Coast Guard, the National Transportation Safety Board, the Passenger Vessel Association, and the International Council of Cruise Lines.

The North American cruise market represents 70 percent of the world cruise industry. Over 5 million cruise ship passengers embark from U.S. ports annually. The International Council of Cruise Lines (ICCL) represents 16 cruise ship companies operating 82 vessels under foreign registry. These cruise ship lines offer cruises to foreign destinations that last longer than three nights. The international cruise industry is expected to introduce 41 new vessels by the year 2002, increasing passenger capacity by 57 percent.

U.S.-flag cruise ships must meet a comprehensive set of safety regulations and be inspected annually by the Coast Guard to check compliance. Cruise ships that sail under foreign flags of registry are subject to the inspection laws of the country in which it is reg-

istered. In addition, all foreign passenger vessels that embark passengers in the United States are required by law to meet either U.S. regulations or regulations prescribed by the International Convention for the Safety of Life at Sea (referred to as SOLAS). SOLAS covers almost all types of commercial ships engaged in international service, and has been ratified by all major maritime nations. SOLAS is administered by the International Maritime Organization (IMO), and is amended every 4 years. The SOLAS requirements that apply to foreign flag passenger vessels are similar in many respects to U.S. regulations.

Rear Admiral Robert North, Assistant Commandant for Marine Safety and Environmental Protection at the Coast Guard, testified that the Coast Guard's vessel safety program is carried out through a regime of international and domestic safety standards. He told the Subcommittee that while both international and domestic passenger vessel safety records are very good, the Coast Guard continues to work with the International Maritime Organization to improve passenger vessel safety standards and technology in areas such as fire protection and the development of new inspection and test procedures for lifesaving equipment. Finally, Admiral North stated that the Coast Guard believes it has an aggressive enforcement program which thoroughly holds foreign-flag passenger vessels to both international and U.S. safety standards resulting in a very low casualty rate for ships operating out of U.S. ports.

Jim Hall, Chairman of the National Transportation Safety Board, stated his agency's continuing concerns about the potential for loss of life resulting from fires aboard passenger vessels. Chairman Hall testified that safety recommendations issued by the Safety Board in the early 1990s to improve fire safety on board cruise ships have been complied with through amendments to SOLAS or by voluntary actions by the cruise lines. Finally, Mr. Hall informed the Subcommittee that the Safety Board believes passenger vessels need locally sounding smoke alarms that alert passenger and crew. At the time of the hearing, these alarms were not required by SOLAS. However, on November 2, 2000, the International Council of Cruise Lines announced that its 16 members agreed to install audibly sounding local smoke alarms on all of their ships.

Cynthia Colenda, President of the International Council of Cruise Lines, reported that her member foreign-flag cruise lines have not had one passenger death due to a marine incident in the past ten years. She also told the Subcommittee that her organization works with the International Maritime Organization (IMO) to develop new IMO safety initiatives. Edmund B. Welch, legislative director of the Passenger Vessel Association (PVA), which represents U.S.-flag passenger vessels, testified that his members are always regulated by the Coast Guard and that the licenses for all of the officers aboard PVA vessels are issued by the Coast Guard. Finally, Mr. Welch described what his organization is doing to increase passenger vessel safety including the filming and distributing of safety videos, helping the Coast Guard establish a self-inspection program, and participating in the Alaska Small Passenger Vessel Safety Task Force which was formed following a vessel grounding in Alaska.

THE COAST GUARD'S SEARCH AND RESCUE MISSION

On November 3, 1999, the Subcommittee conducted an oversight hearing on the U.S. Coast Guard's search and rescue mission. The Subcommittee investigated the Coast Guard's system of response to requests for assistance from mariners and new Coast Guard initiatives to improve its search and rescue capabilities. The Subcommittee also inquired about the adequacy of the current National Distress and Response System and the Coast Guard's recommendations to modernize its search and rescue communications system. At this hearing, the Subcommittee received testimony from Libby Cornett, whose family died after the sinking of the sailing vessel MORNING DEW off the coast of Charleston, S.C., the U.S. Coast Guard, the National Transportation Safety Board (NTSB), and the National Association of Boating Law Administrators.

Federal law authorizes the Coast Guard to render aid to distressed persons, vessels, and aircraft on and under the high seas and on and under the waters over which the United States has jurisdiction. The Coast Guard conducts more than 40,000 search and rescue cases annually, and on a typical day the Coast Guard saves 14 lives and assists 328 people.

The Coast Guard's search and rescue goals are: (1) to minimize the loss of life, personal injury, and property loss and damage in the maritime environment; (2) to take the "search" out of search and rescue through the employment of technology, education, research and development, regulation and enforcement; and (3) to maintain world leadership in maritime search and rescue. The Coast Guard accomplishes its search and rescue mission by deploying multi-mission stations, cutters, aircraft and boats linked by a communications network.

The National Distress System provides two-way voice communications coverage for the majority of Coast Guard missions in coastal areas and navigable waterways where commercial and recreational traffic exists. The system, built in the 1970's, consists of approximately 300 remotely controlled VHF transceivers and antenna sites. The Coast Guard's system monitors the international VHF maritime distress frequency (Channel 16) and acts as the primary command and control network to coordinate Coast Guard search and rescue response activities. The present system now suffers from multiple deficiencies. The Coast Guard is concerned that there is a vast disparity between the communications capability that the public thinks is in place and the capabilities of the current communications system. Due to the deficiencies of the current system, the Coast Guard has initiated the National Distress and Response System Modernization project. The tragic sinking of the recreational sailing vessel MORNING DEW highlights the need to modernize the Coast Guard's communications system.

Mrs. Cornett described the accident which claimed the lives of her husband and children. She also testified about her concerns with the Coast Guard's lack of response to the MORNING DEW's distress communication, the conduct of the search and rescue personnel at Group Charleston, and the Coast Guard's "withholding" of tapes of the MORNING DEW calls from State of South Carolina investigators.

Admiral Loy, Commandant of the U.S. Coast Guard, explained the Coast Guard's involvement in search and rescue domestically and internationally. He discussed the problems in the MORNING DEW case and described several successful Coast Guard search and rescue cases. He also discussed the Coast Guard's need for modern communications equipment to aid in search and rescue and generally explained how the Coast Guard will develop a new communications network.

Jim Hall, Chairman of the National Transportation Safety Board, told the Subcommittee that the Safety Board's investigation of the MORNING DEW accident found serious deficiencies in the Coast Guard's communications system. The Safety Board found that the Coast Guard needed to upgrade its search and rescue communications equipment, determine the adequacy of watchstander duty schedules, upgrade watchstander procedures for responding to an emergency, and increase training for communications watchstanders. Chairman Hall also suggested that the Coast Guard look at off-the-shelf commercial direction finding systems in order to quickly upgrade its search and rescue operations.

Paul Donheffner, President of the National Association of Boating Law Administrators, testified that there needs to be a closer working relationship between the states and the Coast Guard on boating safety investigations.

THE COAST GUARD'S ICEBREAKING MISSION

On March 29, 2000, the Subcommittee held an oversight hearing on the Coast Guard's domestic and international icebreaking missions. The Subcommittee received testimony from the Coast Guard, the Lake Carriers' Association, the City of Bangor, Maine, the New York Energy and Research and Development Authority, the Maritime Exchange for the Delaware River and Bay, and the Delmarva Water Transport Committee.

For decades, the U.S. Coast Guard has provided both domestic and international icebreaking services. Section 2 of title 14, United States Code, requires the Coast Guard to operate icebreaking facilities on domestic and international waters. In 1965, the Coast Guard and the Department of the Navy signed a Memorandum of Agreement which provides that the Coast Guard maintain and operate all U.S. icebreakers in wartime, as well as seasonal deployments to the Arctic and Antarctic in support of national interests.

Domestic ice operations are performed on the navigable waters of the United States in support of national and international maritime transportation, commerce, and safety. Geographically, domestic icebreaking is conducted in two regions, on the East Coast, from Maine to Virginia, and on the Great Lakes. The Coast Guard's fleet of ice capable ships includes both icebreaking cutters and buoy tenders. In domestic waterways, the Coast Guard conducts icebreaking to keep certain shipping routes and ports open during parts of winter to meet the demands of commerce. The Coast Guard responds to a vessel operator's requests for assistance if they are disabled or stranded in ice covered waters.

The United States has significant economic, environmental, and security interests in the polar regions of the Earth. The Coast Guard has been assigned responsibility for developing and main-

taining a fleet of icebreaking vessels capable of operating effectively in the heavy ice regions of the Arctic and Antarctic. The Coast Guard's polar icebreaking mission ensures U.S. national defense and security interests by providing support for scientific research projects, ice escorts to supply vessels, and support for Antarctic Treaty inspection teams.

Rear Admiral Ernest Riutta, Assistant Commandant for Operations at the Coast Guard, summarized the Coast Guard's icebreaking program which includes domestic icebreaking, polar icebreaking, and the operation of the international ice patrol. He also stated the Coast Guard's intention of replacing the Great Lakes icebreaking vessel, the MACKINAW, as well as the Coast Guard's decision to continue the operation of its eleven 65-foot harbor tugs which are used to break ice in certain East Coast locations. An earlier Administration budget request had proposed eliminating the harbor tugs.

George Ryan, President of the Lake Carriers' Association, testified about the importance of the Coast Guard's icebreaking mission on the Great Lakes. He reported that without the Coast Guard's icebreaking resources, Great Lakes shipping could not fulfill its mission of supplying the region's raw materials needs. Fifteen to twenty percent of the iron ore delivered on the Great Lakes during a given year could not be shipped without icebreaking on the Lakes. He also indicated his group's strong support for constructing a replacement vessel for the 50 year old MACKINAW and its opposition to an earlier Administration proposal for the Coast Guard to charge an icebreaking user fee.

James Ring, Director of Public Services for the City of Bangor, Maine, Dennis Rochford, President of the Maritime Exchange for the Delaware River and Bay, and Anthony Sarbanes, President of the Delmarva Water Transport Committee, all testified about the importance of the Coast Guard's 65-foot icebreaking harbor tugs to their individual communities. Mr. Sarbanes reported that without the 65-foot tugs the people who live on the Delmarva Peninsula, which includes the Eastern Shore of Maryland and Delaware, would be in an extremely precarious, vulnerable and life threatening position.

OCEAN SHIPPING REFORM ACT

On May 3, 2000, the Subcommittee conducted an oversight hearing on the implementation and impact of the Ocean Shipping Reform Act of 1998 (Public Law 105-258). The Subcommittee received testimony from the Federal Maritime Commission (FMC), ocean carriers, shippers, port facilities, labor organizations, and shipping intermediaries regarding the effect of the Reform Act on international ocean shipping.

The Ocean Shipping Reform Act of 1998 (OSRA) amended the Shipping Act of 1984 to encourage competition in international ocean shipping and growth in United States exports. The amendments contained in OSRA became effective on May 1, 1999. The purpose of OSRA was to modernize the international ocean transportation system and increase exports of American goods and commodities.

OSRA amends the Shipping Act of 1984 in several important areas to increase competition among ocean carriers in international ocean transportation. OSRA maintains antitrust immunity for ocean carriers which are members of ocean conferences to discuss and set rates and make other agreements that enhance efficiency. OSRA eliminates the requirement for ocean carriers to file tariffs with the FMC. Instead, carriers must make their tariffs publicly available by means of an electronic filing system. OSRA does require the FMC to continue enforcing tariff rates.

The most important provisions of OSRA allows for "confidential contracts" for ocean transportation. OSRA maintains the requirement for ocean carriers to file service contracts (except for bulk cargo, forest products, recycled metal scrap, newly assembled motor vehicles, or waste paper) with the FMC. The FMC continues to make certain terms of the contracts publicly available, including the commodity, the volume of the commodity, the duration of the contract, and the U.S. port range covered by the contract. Most significantly, however, the price for ocean transportation contained in the contract may not be publicly disclosed by the FMC.

To strengthen the provisions providing confidential contracts for ocean transportation, OSRA also forbids ocean conferences from: 1) prohibiting conference members from negotiating service contracts; 2) requiring conference members to disclose negotiations on contracts; or 3) adopting mandatory rules affecting the right of conference members to enter into service contracts.

OSRA allows ocean conferences to establish voluntary guidelines concerning contract terms and procedures of service contracts, as long as no penalties are assessed for failure to follow the guidelines. OSRA also prohibits service contracts between shippers and NVOCCs (shipping intermediaries).

Finally, the Ocean Shipping Reform Act clarifies section 19 of the Merchant Marine Act of 1920 to prohibit unfair pricing of liner services by foreign carriers and further tightens the oversight of controlled carrier tariffs.

Harold Creel, Chairman of the FMC, reported that his agency was working on a two-year study to identify industry practices and evaluate the effects on the transportation industry of the changes made by OSRA. The study will be completed in 2001. He then detailed the FMC's implementation of the new law as well as what the agency has done to adapt its new regulations to particular concerns raised by various parts of the international ocean transportation industry. He further reported the large, 116 percent, increase in filed service contracts between individual ocean carriers and shippers as well as the growing importance of carrier discussion agreements with so called voluntary guidelines for member carriers. Finally, Chairman Creel testified that his preliminary assessment of OSRA is that it is working as intended.

The second panel of witnesses at the hearing were supporters of OSRA. These included international ocean carriers, the American Association of Port Authorities, the National Industrial Transportation League, and the Maritime Trades Department of the ALF-CIO. Timothy Rhein, Chairman of American President Lines, and John Clancey, Chairman of Maersk Inc., testified for their individual companies as well as 29 other carriers in the Ocean Carrier

Working Group. Generally, the carriers strongly support OSRA and believe that it is fulfilling its intended purposes of creating an atmosphere in which the liner industry becomes more responsive to market forces and to the commercial needs of shippers and carriers. Edward Emmett, President of the National Industrial Transportation League, which represents thousands of U.S. shippers, reported that OSRA has successfully deregulated the ocean liner industry. He further reported that OSRA is encouraging responsive and innovative pricing and service practices through the increased use of service contracts.

The third panel of witnesses represented groups that oppose certain aspects of the Ocean Shipping Reform Act. These included the Transportation Intermediaries Association, the New York/New Jersey Foreign Freight Forwarders and Brokers Association, the National Customs Brokers and Forwarders Association of America, and the International Brotherhood of Teamsters. Robert Voltmann, Executive Director of the Transportation Intermediaries Association, testified that his members want the FMC to minimize its tariff enforcement and for Congress to amend OSRA by eliminating carrier antitrust immunity and granting Non Vessel Operating Common Carriers (NVOCCs) the ability to participate in confidential contracting. Edward Greenberg, representing the National Customs Brokers and Forwarders Association of America (NCBFAA), reported that his organization believes that transportation intermediaries should be exempt from any mandatory tariff requirements. Mr. Greenberg also informed the Subcommittee that the NCBFAA intends to submit a petition to the FMC requesting that it use the expanded tariff exemption authority granted the agency by OSRA. Finally, Ron Carver, representing the International Brotherhood of Teamsters, testified that collective action exercised by ocean carriers, as permitted by OSRA, results in poverty level wages for port truck drivers. The Teamsters want Congress to repeal the antitrust immunity of international ocean carriers.

DISPOSAL OF OBSOLETE MARITIME ADMINISTRATION VESSELS

On May 24, 2000, the Subcommittee held an oversight hearing to examine the current U.S. Government policies on scraping obsolete vessels of the U.S. Maritime Administration's National Defense Reserve Fleet (NDRF). Currently, the Maritime Administration (MARAD) has 110 vessels designated for disposal. At least 40 of these vessels are in particularly bad condition. These vessels contain hazardous substances which pose a risk to the environment unless these vessels are either scrapped or repaired in the near future. The Subcommittee received testimony from the Maritime Administration, the U.S. Navy, the Department of Transportation Inspector General, and two U.S. shipyards.

During fiscal year 1999, the cost to maintain the 110 vessels awaiting disposal exceeded \$4.2 million, and an additional \$1 million was spent on an emergency repair. The yearly cost to maintain a NDRF ship in lay-up averages about \$19,000. However, if these ships cannot be scrapped either domestically or overseas, MARAD reports that a significant risk exists that many of the oldest ships,

which are in very poor condition, may sink. Estimates to dry-dock and repair these vessels run as high as \$800,000 per vessel.

Under the Merchant Marine Act of 1936, MARAD is authorized to sell obsolete vessels for scrap in domestic and foreign markets. The National Maritime Heritage Act of 1994 directed MARAD to scrap all obsolete ships in the NDRF by September 30, 2001, in a way which will maximize the return to the U.S. Government.

The Environmental Protection Agency (EPA) prohibited the Navy and MARAD from exporting vessels in 1994, after determining that the export of government ships for scrapping was prohibited by the Toxic Substances Control Act.

In January 1998, MARAD voluntarily suspended the sale of vessels overseas for scrapping pending the issuance of the report by the Interagency Panel on Ship Scrapping. Because of the continued criticism of its ship scrapping program, the U.S. Department of Defense established the Department of Defense Interagency Ship Scrapping Review Panel. The Panel was asked to review the processes and procedures in place for domestic as well as international ship scrapping.

On April 20, 1998, the Panel released its report on the Department of the Navy's and the U.S. Maritime Administration's programs to scrap vessels. The Panel's general recommendations stated that the Navy and MARAD should still have the option of scrapping obsolete vessels both domestically and internationally and that the Navy and MARAD should ensure that both agencies adopt similar ship scrapping regulatory changes. The Panel also found that the Navy and MARAD should investigate innovative ways to improve the ship scrapping process and thus minimize the environmental and occupational risks involved in ship scrapping.

Congress authorized the Ship Disposal Pilot Project for the U.S. Navy in 1998. This Project will test new methods of ship scrapping as well as quantify the costs associated with ship scrapping. Last September, the Navy awarded four contracts totaling \$13.3 million for the scrapping of four vessels under the Ship Disposal Pilot Project. The contracts provide for cost plus incentive fees with rewards for superior contractor performance. If the contractors are successful in scrapping the first four vessels, they will be given the opportunity to scrap up to 66 other vessels. MARAD was unable to participate in the Navy's Pilot Project, at the time of the hearing, since it was required by law to sell its obsolete vessels and gain the maximum financial return.

Bonnie Green, Deputy U.S. Maritime Administrator, testified about MARAD's difficulty in scrapping its obsolete NDRF vessels because of the requirement that MARAD maximize the financial return to the U.S. as well as the Environmental Protection Agency's objections to MARAD's exporting vessels for scrapping. Rear Admiral Anthony Lengerich, U.S. Navy, reported on the Navy's approach to reducing its inventory of excess ships. Thomas Howard, representing the Department of Transportation's Inspector General, testified that his office had determined MARAD's program for scrapping obsolete vessels was one of the twelve most pressing management issues in the Department of Transportation which must be immediately addressed by the agency.

The third panel of witnesses included Frank Foti, President of Cascade General, which operates a Portland, Oregon, shipyard, and Daniel Romanchuk, Vice President of Baltimore Marine Industries, a Baltimore, Maryland, shipyard. Mr. Foti told the Subcommittee that the key to solving the disposal problem is to provide private enterprise the opportunity to make a fair return without assuming exorbitant risk. He felt that the Federal government must be willing to pay for the vessel dismantling and to share the risk. Mr. Romanchuk testified about Baltimore Marine Industries' work in scrapping a Navy vessel under its Ship Disposal Pilot Program. The Navy paid the yard to scrap the vessel. He further stated that U.S. shipyards had the capacity to meet the Federal government's ship scrapping needs and that his company could scrap up to ten ships a year.

The fiscal year 2001 appropriations legislation for the Department of Defense included a ten million dollar pilot program to allow MARAD and the Navy to subsidize the cost of domestic ship disposal. The Department of Defense Authorization Act for Fiscal Year 2001, Public Law 106-398, included a provision which exempted certain specified NDRF vessels from the requirement to maximize financial returns on the sale of obsolete NDRF vessels. This legislation also requires the Administration to develop a program to scrap obsolete NDRF vessels.

THE COAST GUARD'S FISCAL YEAR 2000 OPERATIONAL CUTS

On June 7, 2000, the Subcommittee conducted an oversight hearing on the Coast Guard's fiscal year 2000 shortfall of approximately \$225 million. This shortfall resulted in Coast Guard operational reductions in various parts of the country of 20 to 30 percent. The Commandant of the Coast Guard was the only witness.

The cumulative effects of streamlining, budgetary shortfalls, personnel shortages, inexperienced personnel, and increased demands for services have reduced the Coast Guard's overall readiness posture. In the past, the Coast Guard has deferred maintenance on vessels, cannibalized aircraft, and significantly increased the number of hours that personnel work to overcome readiness shortfalls. However, the Coast Guard has deferred maintenance on its aircraft, vessels and shore facilities to the point that it is no longer able to sustain the current level of operations. In addition, this fiscal year the Coast Guard has diverted funds from law enforcement operations to pay for unbudgeted cost increases related to pay and entitlement programs enacted under the National Defense Authorization Act of 2000.

In February, 2000, the Commandant authorized his Operational Commanders to reduce operating hours of C-130 aircraft by 10 percent and make a 5-percent reduction in the number of days major cutters operate at sea. However, in various parts of the country, Coast Guard Operational Commanders implemented reductions of operating hours of 20 to 30 percent.

Admiral James Loy, Commandant of the Coast Guard, testified that the Coast Guard faced a fiscal crisis because of a number of budgetary pressures. These include an increasing demand for services, a staffing shortfall of more than a thousand people, aging as-

sets with increasing maintenance costs, rapidly escalating costs associated with recruiting and retaining a quality workforce, and a tight Federal Budget climate. Due to these budget pressures, the Coast Guard had to cut field operations. Admiral Loy also told the Subcommittee that the Coast Guard will not reduce search and rescue response and its related training activities.

SUMMARY OF OVERSIGHT ACTIVITIES

COAST GUARD AND MARITIME TRANSPORTATION

1. *Coast Guard.* The plan included Subcommittee oversight of the Coast Guard's Deepwater Capability Replacement Project and drug interdiction program, oversight of the Oil Pollution Act of 1990, as well as the continued oversight of the Coast Guard's roles and missions.

The Subcommittee held a hearing on the President's fiscal year 2000 budget request for the Coast Guard on February 11, 1999, and two hearings on the President's budget request for fiscal year 2001 on February 29, 2000, and March 15, 2000. During these budget hearings, the Subcommittee took testimony on and asked questions about the Coast Guard's Deepwater Capability Replacement Project and its drug interdiction mission. In fact, representatives from the General Accounting Office presented testimony at two of the hearings about an ongoing investigation the agency is working on for the Subcommittee which closely examines the Deepwater Project. During a June 7, 2000, hearing on the Coast Guard's fiscal year 2000 operational cuts, the Subcommittee strongly questioned the Coast Guard's deep cuts in drug interdiction activities.

The Subcommittee held several days of hearings reviewing certain Coast Guard roles and missions. Included among these hearings was an examination of the Coast Guard's search and rescue mission on November 3, 1999, and a hearing on the Coast Guard's domestic and international ice breaking mission on March 29, 2000. During the search and rescue hearing, the Subcommittee investigated the Coast Guard's system of response to requests for assistance from mariners and new Coast Guard initiatives to improve its search and rescue capabilities. The icebreaking hearing stressed the importance of the Coast Guard's domestic icebreaking mission on the Great Lakes and East Coast of the U.S.

On March 24, 1999, the Subcommittee held a joint hearing with the Subcommittee on Water Resources and the Environment on the effectiveness of the Oil Pollution Act of 1990 (OPA '90), based on its nine-year track record. OPA '90 established a comprehensive national system for oil spill prevention, compensation, and cleanup. On June 29, 1999, the Subcommittee also held an oversight hearing on the requirement for double hulls under the Oil Pollution Act of 1990. Several developers of advanced vessel technology discussed possible vessel designs which may provide further protection from marine oil spills.

2. *Maritime.* The plan included continued Subcommittee oversight of the Administration and industry activities involving the future of the U.S. marine transportation system and oversight of the

Federal Maritime Commission's implementation and the effectiveness of the Ocean Shipping Reform Act of 1998.

On May 13, 1999, the Subcommittee held an oversight hearing on the current and future needs of the U.S. marine transportation system. Many Federal agencies along with industry representatives are working together to gather information and develop a strategy that ensures U.S. waterways and ports meet the transportation needs of the 21st Century.

On May 3, 2000, the Subcommittee held an oversight hearing on the implementation and impact of the Ocean Shipping Reform Act of 1998 (OSRA). The purpose of OSRA was to modernize the international ocean transportation system and increase exports of American goods and commodities.

ADDITIONAL OVERSIGHT

United States Coast Guard Expenditures: On February 4, 1999, the Subcommittee held an oversight hearing to consider the Coast Guard's spending on its operational and support programs.

H.R. 316, The Cruises-To-Nowhere Act of 1999: On July 28, 1999, the Subcommittee held a hearing on H.R. 316, the Cruises-To-Nowhere Act of 1999, introduced by Representative Frank Wolf on January 6, 1999. Under existing Federal law, offshore gaming on a vessel in international waters is legal unless a state passes a law specifically prohibiting the activity. H.R. 316 was intended to reverse this situation, and allow states to use state laws that prohibit land-based casino gaming to prohibit gambling aboard "cruises-to-nowhere".

Cruise Ship Safety: On October 7, 1999, the Subcommittee held an oversight hearing on cruise ship safety. The Subcommittee called the hearing to investigate the safety of millions of U.S. citizens who take cruises on U.S.- and foreign-flag vessels.

Disposal of Obsolete Maritime Administration Vessels: On May 24, 2000, the Subcommittee held an oversight hearing to examine the current U.S. Government policies on scrapping obsolete vessels of the U.S. Maritime Administration's (MARAD) National Defense Reserve Fleet. Currently, MARAD has 110 vessels designated for disposal. At least 40 of these vessels are in particularly bad condition. These vessels contain hazardous substances which pose a risk to the environment unless these vessels are either scrapped or repaired in the near future.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS, HAZ- ARDOUS MATERIALS AND PIPELINE TRANSPORTATION

Upon commencement of the 106th Congress, the jurisdiction of the Subcommittee on Public Buildings and Economic Development was expanded to include the statutory provisions governing the transportation of hazardous materials and pipeline safety. The jurisdictional changes were reflected in the Subcommittee's new title of Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation. The Subcommittee was chaired by Republican Bob Franks with Robert E. Wise, Jr. serving as the Ranking Democratic Member. The Subcommittee held a number of hearings and other meetings to conduct oversight and prepare legislation. A brief list of the topics covered by the Subcommittee during the 106th Congress include: reauthorization of the hazardous materials transportation program, reauthorization of the pipeline safety program, authorizing the General Services Administration Capital Investment Program, fire safety issues in the Capitol Complex, proposals for a National Health Museum, numerous bills for building designations, and a number of requests for use of the Capitol Grounds. The Subcommittee concentrated substantial oversight efforts on the courthouse construction program and more specifically on the issue of courtroom utilization, in addition to closely reviewing the multibillion-dollar backlog of the repair and alteration program.

ENACTED BILLS

(For a more complete description of enacted legislation, see section on "Bills Enacted into Law.")

SOUTHEAST FEDERAL CENTER PUBLIC-PRIVATE DEVELOPMENT ACT OF 2000

(Public Law 106-407)

This law authorizes the Administrator of the General Services Administration to provide for the development of the Southeast Federal Center in the District of Columbia. P.L. 106-407, the "Southeast Federal Center Public-Private Development Act of 2000" authorizes the Administrator of the General Services Administration to enter into agreements, including leases, contracts, partnerships, joint venture trusts and limited liability agreements with private entities to provide for the acquisition, construction, rehabilitation, operation, maintenance or use of land at the Southeast Federal Center. The law will allow GSA to leverage private capital and expertise to develop this site for use by the government and

private sector, including retail, commercial and other uses. It provides latitude by the Administrator in valuing any agreements, including the valuation of in-kind exchanges.

CONSOLIDATED APPROPRIATIONS ACT OF 2001

(DELTA REGIONAL AUTHORITY ACT OF 2000)

(Public Law 106-554)

This law, among other things, establishes the Delta Regional Authority (DRA). The DRA is an agency similar in purpose and structure to the Appalachian Regional Commission, intended to address the economic needs of the Lower Mississippi River region. The DRA shall be composed of a Federal Cochairperson and the governors of each state comprising the region. The DRA has the authority to provide grants for the development of projects concerning transportation infrastructure, public services, job training and employment related education. The grants are to be awarded on an economic need priority basis. The DRA is authorized at \$30,000,000 for a two-year term.

OTHER LEGISLATION

In addition to numerous bills enacted, the Subcommittee held hearings and reported several bills that passed the House but did not pass the Senate. Additionally, the Subcommittee reported a number of concurrent resolutions authorizing the use of the Capitol Grounds and naming a room within the Capitol Complex. Also, the Subcommittee supported similar measures that were considered on the House floor absent Committee consideration. The Subcommittee also supported bills that were discharged from Committee consideration and approved by the House.

CONCURRENT RESOLUTIONS

NATIONAL PEACE OFFICERS MEMORIAL SERVICE

House Concurrent Resolution 44, authorized the use of the Capitol Grounds for the 18th Annual National Peace Officers' Memorial Service, held on May 15, 1999. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the National Fraternal Order of Police, the event sponsor, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of charge; and the sponsor assumed responsibility for all expenses and liabilities related to the event. In addition, sales, advertisements, displays and solicitations were explicitly prohibited on the Capitol Grounds for this event. The service was in honor of federal, state and local law enforcement officers killed in the line of duty in 1998.

GREATER WASHINGTON SOAP BOX DERBY

House Concurrent Resolution 47, as amended, authorized the use of the Capitol Grounds for the Greater Washington Soap Box Derby qualifying race, held July 10, 1999. The resolution authorized the

Architect of the Capitol, the Capitol Police Board, and the Greater Washington Soap Box Derby Association, the sponsor of the event, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge; and the sponsor assumed responsibility for all expenses and liabilities related to the event. The race took place on Constitution Avenue between Delaware Avenue and Third Street, NW. Participants that competed in the event ranged from ages 9 to 16. The participants came from Washington, D.C. and the surrounding communities in Virginia and Maryland.

EARTH FORCE YOUTH BIKE SUMMIT

House Concurrent Resolution 49, authorized the use of the Capitol Grounds for the Get Out Spoke'n bicycle summit on May 5, 1999. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the sponsors of the event, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge; and the sponsor assumed responsibility for all expenses and liabilities related to the event.

SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

House Concurrent Resolution 50, authorized the use of the Capitol Grounds for the 1999 District of Columbia Special Olympics Law Enforcement Torch Run, held on June 11, 1999. The resolution authorized the Architect of the Capitol and the Capitol Police Board to take such actions and prescribe such conditions as necessary for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge.

KENNEDY CENTER CAPITOL GROUNDS PERFORMANCES

House Concurrent Resolution 265 authorized the use of the Capitol Grounds for performances by the Millennium Stage of the John F. Kennedy Center for the Performing Arts. The performances were run on Tuesdays and Thursdays beginning on May 12 through September 30, 1999, when Congress was in session. The stage for the performances was located on the East Front of the Capitol. The resolution authorized the Architect of the Capitol and the Capitol Police Board to take such actions and prescribe such conditions as necessary for carrying out the performances in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The Architect of the Capitol assumed some of the expenses associated with the performances including the rental cost of certain musical instruments and sound amplification equipment. The performances were open to the public and free of admission charge, and the sponsor assumed full responsibility for all liabilities incident to all activities associated with the performances.

LAW ENFORCEMENT TORCH RUN

House Concurrent Resolution 105, authorized the use of the Capitol Grounds for the Law Enforcement Torch Run for the 1999 Special Olympics World Games, held on June 18, 1999. The resolution authorized the Architect of the Capitol and the Capitol Police Board to take such actions and prescribe such conditions as necessary for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge.

MEMORIAL DOOR DESIGNATION

House Concurrent Resolution 158 designated the Document Door of the United States Capitol as the Chestnut-Gibson Memorial Door. This resolution commemorates the sacrifice made by Officer Jacob Chestnut and Detective John Michael Gibson, who lost their lives in defense of the Members of the House of Representatives and their staff on July 24, 1998.

TEMPORARY CONSTRUCTION ON CAPITOL GROUNDS

House Concurrent Resolution 167 authorized the Architect of the Capitol to enter into an agreement with the United Brotherhood of Carpenters and Joiners for a construction project beginning August 15, 1999. The Union headquarters is located at Constitution Avenue between 2nd Street and Louisiana Avenue, NW, adjacent to the Capitol Grounds. This activity will not interfere with the needs of the Congress.

GREATER WASHINGTON SOAP BOX DERBY

House Concurrent Resolution 277, authorized the use of the Capitol Grounds for the Greater Washington Soap Box Derby qualifying race, held on June 24, 2000. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the Greater Washington Soap Box Derby Association, the sponsor of the event, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge; and the sponsor assumed responsibility for all expenses and liabilities related to the event. In addition, sales, advertisements, displays, and solicitations were explicitly prohibited on the Capitol Grounds for this event. The race took place on Constitution Avenue between Delaware Avenue and Third Street, NW.

NATIONAL PEACE OFFICERS MEMORIAL SERVICE

House Concurrent Resolution 278, authorized the use of the Capitol Grounds for the 19th Annual National Peace Officers' Memorial Service, held on May 15, 2000. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the National Fraternal Order of Police, the event sponsor, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge; and the sponsor assumed responsibility for all expenses

and liabilities related to the event. In addition, sales, advertisements, displays and solicitations were explicitly prohibited on the Capitol Grounds for this event. The service was in honor of federal, state and local law enforcement officers killed in the line of duty in 1999.

200TH BIRTHDAY OF THE LIBRARY OF CONGRESS

House Concurrent Resolution 279, authorized the use of the Capitol Grounds for the 200th birthday celebration of the Library of Congress held on April 24, 2000. The resolution authorized the Architect of the Capitol and the Capitol Police Board to take such actions and prescribe such conditions as necessary for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge. In addition, sales, advertisements, displays, and solicitations were explicitly prohibited on the Capitol Grounds for this event. The Library of Congress's birthday celebration included a free concert, open to the public, between noon and 1:30 p.m. The concert was held on the West Front Plaza of the Jefferson Building facing the United States Capitol. First Street between Independence Avenue and East Capitol Street was closed so the concert could be viewed from the East Front of the Capitol.

2000 SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

House Concurrent Resolution 280, authorized the use of the Capitol Grounds for the 2000 District of Columbia Special Olympics Law Enforcement Torch Run, held on June 2, 2000. The resolution authorized the Architect of the Capitol and the Capitol Police Board to take such actions and prescribe such conditions as necessary for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge. In addition, sales, advertisements, displays, and solicitations were explicitly prohibited on the Capitol Grounds for this event.

KENNEDY CENTER PERFORMANCES ON CAPITOL GROUNDS

House Concurrent Resolution 265 authorized the use of the Capitol Grounds for performances by the Millennium Stage of the John F. Kennedy Center for the Performing Arts. The performances were run on Tuesdays and Thursdays beginning on May 12 through September 30, 2000, when Congress was in session. The stage for the performances was located on the East Front of the Capitol. The resolution authorized the Architect of the Capitol and the Capitol Police Board to take such actions and prescribe such conditions as necessary for carrying out the performances in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The Architect of the Capitol assumed some of the expenses associated with the performances including the rental cost of certain musical instruments and sound amplification equipment. The performances were open to the public and free of admission charge, and the sponsor assumed full responsibility for all liabilities incident to all activities associated with the performances. In

addition, sales, advertisements, and solicitations, were explicitly prohibited on the Capitol Grounds for this event.

EARTH FORCE YOUTH SUMMIT

House Concurrent Resolution 314, authorized the use of the Capitol Grounds for the Get Out Spoke'n bicycle summit held on May 10, 2000. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the sponsors of the event, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge; and the sponsor assumed responsibility for all expenses and liabilities related to the event. In addition, sales, advertisements, and solicitations were explicitly prohibited on the Capitol Grounds for this event.

THE MILLION FAMILY MARCH

House Concurrent Resolution 423 authorized the Million Family March on October 16, 2000. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the Million Family March Incorporated, the event sponsor, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge; and the sponsor assumed responsibility for all expenses and liabilities related to the event. In addition, sales, advertisements, displays and solicitations were explicitly prohibited on the Capitol Grounds for this event.

JAPANESE-AMERICAN MEMORIAL TO PATRIOTISM

Senate Concurrent Resolution 139 authorized use of the Capitol Grounds for the dedication ceremony of the National Japanese-American Memorial held on November 9, 2000. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the National Japanese-American Memorial Foundation, the sponsor of the event, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was free of admission charge and open to the public.

BILLS PASSED BY THE HOUSE ONLY

(Summaries of Bills)

THURGOOD MARSHALL UNITED STATES COURTHOUSE

H.R. 130 designates the Federal Building located at 40 Centre Street in New York, New York as the "Thurgood Marshall United States Courthouse." Justice Marshall was born in Baltimore, Maryland on July 2, 1908. He graduated at the top of his class from the Howard University School of Law. Upon graduation from law school, Justice Marshall embarked on a legal career with the National Association for the Advancement of Colored People (NAACP). In 1940, he became Chief Counsel of the newly formed NAACP Legal Defense and Education Fund, a post that he held for twenty

years. It was during his tenure as Chief Counsel that Justice Marshall organized efforts to end segregation in voting, housing, public accommodations, and education. These efforts led to a series of cases grouped under the title of *Brown v. Board of Education*, in which Marshall argued a case before the Supreme Court to declare segregation in public schools unconstitutional. In 1961, President John F. Kennedy appointed Marshall to the Second Circuit Court of Appeals. Four years after he received appointment to the appeals court, President Lyndon B. Johnson chose Justice Marshall to be Solicitor General. Two years later, on June 13, 1967, President Johnson nominated Marshall to become a Justice of the Supreme Court where he served with distinction until his retirement in 1991. This bill passed the House on March 23, 1999.

EDWARD N. CAHN FEDERAL BUILDING AND UNITED STATES
COURTHOUSE

H.R. 751 designates the Federal Building located at 504 Hamilton Street in Allentown, Pennsylvania as the "Edward N. Cahn Federal Building and United States Courthouse." Judge Cahn was born June 29, 1933, in Allentown, Pennsylvania. Judge Cahn attended Lehigh University, earning his Bachelor of Arts degree magna cum laude in 1955. After graduating from Lehigh University, Judge Cahn attended the Yale University Law School and graduated in 1958. Judge Cahn's long career in public service began in 1958, in the United States Marine Corps Reserves, where he served until 1964. In 1975, President Gerald Ford appointed Edward Cahn to Pennsylvania's Eastern District Federal Court. For the next 23 years Judge Cahn fairly and expeditiously administered the law from the federal bench in Allentown, Pennsylvania. He is the only judge in the 3rd Circuit to choose to work out of the Allentown Courthouse, most chose to work out of Philadelphia. In 1993, Judge Cahn served as the court's Chief Judge until his retirement from the Federal bench in December 1998. This bill passed the House on March 23, 1999.

GARZA-VELA UNITED STATES COURTHOUSE

H.R. 686 designates the United States courthouse located in Brownsville, Texas as the "Garza-Vela United States Courthouse." Reynaldo Garza and Filemon Vela are two distinguished judges from the Federal bench in Brownsville, Texas. Judge Garza was born in Brownsville, Texas. After graduating from the University of Texas he entered the Air Force during World War II. Upon his return from the war, Judge Garza returned to private practice until 1961 when President Kennedy appointed him to the United States District Court for the Southern District of Texas. In 1974, he became the Chief Judge for the Southern District of Texas, until President Carter appointed him to the United States Court of Appeals for the Fifth Circuit. In April of 1997, Chief Justice William H. Rehnquist appointed him Chief Judge of the Temporary Emergency Court of Appeals of the United States. Judge Vela was born in Harlingen, Texas. Prior to being appointed to the Federal bench, Judge Vela served in the United States Army, was the Commissioner for the City of Brownsville, and Judge on the 107th Judicial District, Cameron-Willacy County, Texas. Judge Vela was a mem-

ber of the Judicial Conference Committee on the Administration of the Magistrate Judges System until 1991, a member of the Judges Advisory Committee to the United States Sentencing Commission. This bill passed the House on May 4, 1999.

REFORM OF THE FEDERAL PROTECTIVE SERVICE

H.R. 809, as amended, the “Federal Protective Service Reform Act of 2000,” makes the Federal Protective Service (FPS) a free-standing service within the General Services Administration (GSA); clarifies jurisdictional issues for areas adjacent to Federal property; creates an FPS Commissioner with line authority over the Regional Directors; establishes police and training experience standards for the FPS Commissioner; requires contract security guards to undergo background checks; and increases the number of full-time FPS officers to 730. FPS has been a part of the Public Buildings Service (PBS) since 1949. Originally known as the Public Buildings Administration, PBS is the real property arm of GSA; it operates and maintains 1,993 Federal buildings with over 184 million square feet of office, storage and special use space in the United States for use by civilian employees of the Federal government. PBS also acts as the leasing agent for the Federal government, and currently has in place over 6,400 leases with over 150 million square feet of space. Approximately one million Federal employees work in space controlled by PBS. This bill passed the House on June 27, 2000.

AARON E. HENRY FEDERAL BUILDING AND UNITED STATES POST OFFICE

H.R. 1279 designates the Federal Building at 223 Sharkey Street in Clarksdale, Mississippi as the “Aaron E. Henry Federal Building and United States Courthouse.” Dr. Henry was a civil rights pioneer from the State of Mississippi. He was born in Clarksdale, Mississippi in 1921, and attended public schools in Coahoma County. In 1943, he joined the United States Army achieving the rank of Staff Sergeant. Following his tour of duty, Dr. Henry attended Xavier University in New Orleans, where he received his pharmacy degree. In 1950, he returned to Clarksdale to open a drug store. In 1953, Dr. Henry organized the Coahoma County Branch of the National Association for the Advancement of Colored People (NAACP), and served as the state NAACP President from 1960 until 1993. He was instrumental, as chairman of the Mississippi Freedom Democratic Party, in the creation of the integration of political activity in Mississippi. He also participated in the Freedom Rider Movement and in the Mississippi Freedom Summer’s non-violent campaigns of public protest that led to the passage of the Public Accommodations sections of the Civil Rights Act of 1964. In 1979, Dr. Henry was elected to represent District 26 of Coahoma County, in the Mississippi House of Representatives, and returned to office in 1983 and 1987. Dr. Henry held numerous positions in the political, educational and religious communities, and excelled in all. He was a mentor, a humanitarian, and a scholar dedicated to civil rights. This bill passed the House on March 28, 2000.

FRANK J. BATTISTI AND NATHANIEL R. JONES FEDERAL BUILDING AND
UNITED STATES COURTHOUSE

H.R. 1359 designates the Federal Building to be constructed at 10 East Commerce Street in Youngstown, Ohio as the "Frank J. Battisti and Nathaniel R. Jones Federal Building and United States Courthouse." Judge Battisti was born in Youngstown on October 4, 1922. He received his BA degree from Ohio University in 1947 and his JD degree from Harvard University Law School in 1950. He was elected Judge of the Common Pleas Court of Mahoning County, Ohio. In 1961, Battisti was appointed to the United States District Court for the Northern District of Ohio. In addition to serving on the Federal bench, Judge Battisti was a law instructor at Youngstown State University. He retired in 1994 and died that same year. Nathaniel R. Jones served in the United States Army Air Corps during World War II. He returned from the war and attended Youngstown State University where he received his BA and JD degrees. From 1956 until 1959 Judge Jones was the Executive Director of the Fair Employment Practices Commission of the City of Youngstown. Judge Jones was later appointed Assistant U.S. Attorney for the Northern District of Ohio. He served in that capacity until his appointment in 1967 to serve as Assistant General Counsel to President Johnson's National Advisory Commission on Civil Disorders. In 1969, Judge Jones served as the NAACP's General Counsel until 1979. In 1979 Judge Jones was appointed to the United States Court of Appeals for the Sixth Circuit and assumed senior status in 1995. This legislation passed the House on April 3, 2000.

DONALD J. PEASE FEDERAL BUILDING

H.R. 1405 designates the Federal Building located at 143 West Liberty Street in Medina, Ohio as the "Donald J. Pease Federal Building." Congressman Pease was born in Toledo, Ohio in 1931. He began his career as a newspaperman in 1955, and joined the ranks of public service upon being elected to the Oberlin City Council in 1962. He was elected to the Ohio State Senate in 1965. Congressman Pease was elected to the U.S. Congress in 1977, and worked diligently as a member of the International Relations Committee. Shortly thereafter, he gained a seat on the Ways and Means Committee, and secured a seat on the Budget Committee as well. Congressman Pease was an instrumental Member and closely involved with much of the high-profile legislation that was brought to the floor during his tenure. His reputation as an honest and able legislator contributed to his ability to achieve consensus even on the most trying issues. After leaving Congress in 1992, Congressman Pease became a visiting professor at Oberlin College's Department of Politics. His dedication and hard work made him an exemplary Congressman. This bill passed the House on May 3, 2000.

FLOYD H. FLAKE FEDERAL BUILDING

H.R. 3323 designates the Federal Building located at 158-15 Liberty Avenue in Jamaica, New York as the "Floyd H. Flake Federal Building." Congressman Flake was born in Los Angeles, California on January 30, 1945. He later earned a doctorate of ministry from

United Theological Seminary in Dayton, Ohio. Before assuming the pastorate of the Allen African Methodist Episcopal Church in Jamaica, Queens, New York, Dr. Flake was the Director of the Martin Luther King, Jr. Center, Dean of the Chapel at Boston University, and Associate Dean of Students at Lincoln University. In 1976, at the age of 31, Dr. Flake assumed the leadership of Allen A.M.E. At that time the church congregation numbered about 1,200, and the annual budget was about \$250,000. Under his stewardship, the church has grown to 9,000 members, with a budget of \$24 million. The Church sponsors community development efforts, including an apartment complex for the elderly, single-family homes, shopping and commercial office complex, a 500-student school, a home care agency, a credit union and a transportation company. He secured funding for the construction of the largest church built in New York since 1954. In 1986, Dr. Flake was elected to the U.S. House of Representatives to represent the 6th Congressional District of New York, where he served with distinction until his resignation in November 1997. During his tenure, Dr. Flake sponsored legislative initiatives to revitalize blighted urban, commercial and residential communities. He sponsored legislation that provided incentives for financial institutions to make market oriented investments in destabilized urban and rural areas. Following his resignation, Dr. Flake returned to Allen A.M.E. Church to serve as full time pastor. This bill passed the House on June 27, 2000.

BAYLEE'S LAW

H.R. 4519, "Baylee's Law," is a bill that amends the Public Buildings Act of 1959. It instructs the Administrator of the General Services Administration (GSA) to notify parents or guardians enrolling their children in a childcare center located in a GSA controlled building of the current Federal agencies occupying the building and the level of security of that particular Federal building. It also requires GSA to notify parents or guardians of any change of Federal tenants in the building. The designated level of security should be consistent with the Vulnerability Assessment and subsequent recommendations from the study made by the Department of Justice. The Administrator is also instructed to submit to Congress, not later than one year after the date of enactment, a comprehensive report identifying and describing each childcare facility under its control, a safety and security assessment of each facility with recommendations for increasing safety, and to include in the safety assessment, an examination of windows and the dangers of flying glass hazards. Also to be included in the comprehensive report to Congress is a study to be conducted by the Office of Government Policy, of the feasibility of expanding provisions in the bill to include all Federal government buildings with childcare facilities. This bill passed the House September 26, 2000.

THEODORE ROOSEVELT UNITED STATES COURTHOUSE

H.R. 5267 designates the United States courthouse located at 100 Federal Plaza in Central Islip, New York as the "Theodore Roosevelt United States Courthouse." President Roosevelt was born in New York City in 1858. In 1882, at the age of 23 he became a

member of the New York State Assembly. He served in the Assembly until 1884, when President Benjamin Harrison appointed him a member of the United States Civil Service Commission. In 1897 he resigned from the New York Board of Police Commissioners when President William McKinley appointed him Assistant Secretary of the Navy. He resigned that post and joined the war effort against Spain. During the Spanish-American War he organized the First Regiment, United States Volunteer Cavalry known as Roosevelt's Rough Riders. In 1899 he was elected Governor of New York. He served as Governor for one year before being elected Vice President of the United States on the Republican ticket headed by President McKinley. In September 1901, President McKinley was shot, and died 3 days later in Buffalo, New York. On September 14, 1901 President Roosevelt took the oath of office and became President at the age of 42. During Roosevelt's first term as President he acquired land for the Panama Canal. President Roosevelt was re-elected in 1904. He championed reform legislation such as the Pure Food and Drug Act, the Meat Inspection Act and the Hepburn Act which empowered the government to set railroad rates. During Roosevelt's presidency the government initiated 30 major irrigation projects, added 125 million acres to the national forest reserves, and doubled the number of national parks. After making unsuccessful bids for the presidency in 1912 and 1916 on the Progressive Party ticket, President Roosevelt settled in Oyster Bay on Long Island, New York and engaged in literary pursuits. He passed away in 1919. This bill passed the House on October 2, 2000.

SUNRAYCE 1999

House Concurrent Resolution 48, authorizes the use of the Capitol Grounds for the Sunrayce '99 solar power car event which was to be held June 20, 1999. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the sponsors of the event, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. This day was intended to honor intercollegiate men and women who have taken part in the innovation and development of the solar power cars making a five-state sweep, from the Capitol Grounds to Orlando, Florida. Scholarship achievement awards were to be awarded to participants that displayed exceptional levels of technical innovation, engineering excellence, artistic excellence, teamwork and good sportsmanship. This resolution passed the House on April 12, 1999.

UNITED STATES LUGE ASSOCIATION

House Concurrent Resolution 91, authorizes the use of the Capitol Grounds for the United States Luge Association's Junior Luge Series clinic scheduled for August 14, 1999. The resolution authorized the Architect of the Capitol, the Capitol Police Board, and the sponsors of the event, to negotiate the necessary arrangements for carrying out the event in complete compliance with the rules and regulations governing the use of the Capitol Grounds. The event was open to the public and free of admission charge; and the sponsor assumed responsibility for all expenses and liabilities related to the event. In addition, sales, displays, advertisements, and solicita-

tions were explicitly prohibited on the Capitol Grounds for this event. This event was part of the Junior Luge Series clinics conducted by the United States Luge Association nationally and will be the first time Washington, D.C., will be a host city. Boys and girls age 10–14 will have the opportunity to ride luge sleds which are equipped with wheels for the summer clinics. Going down Constitution Avenue, NW, participants will learn the basics of how to ride and steer the luge, instructed by a United States National Luge Team member or coach. This event introduces local and visiting boys and girls to the fundamentals of riding a luge sled, while helping to strengthen the United States National Luge Team. This resolution passed the House on June 14, 1999.

HEARINGS

During the 106th Congress the Subcommittee held a number of hearings and other meetings. Many of the Subcommittee hearings related to legislation developed by the Subcommittee. Other hearings, described below, covered a wide variety of issues.

On February 10, 1999, the Subcommittee held a hearing on reauthorization of the hazardous materials transportation program administered by the Research and Special Programs Administration (RSPA) of the Department of Transportation. The transportation of hazardous materials is governed by the Hazardous Materials Transportation Act (HMTA). HMTA was first enacted in 1975; the most recent authorization for the program expired on September 30, 1997, however, the program has continued to receive funding through the annual appropriations process. The hazmat program basically has three primary functions: 1. to define hazardous material for purposes of transportation; 2. to prescribe the acceptable forms of containers and handling criteria for hazardous materials in transportation; and 3. to provide the framework and partial funding for the training of hazardous materials employees and emergency responders. Due to a number of controversial issues, the hazmat program was not reauthorized in the 105th Congress. This hearing was primarily intended to provide a forum for reviewing the continuing controversial issues and receiving testimony on the status of the hazmat program, in preparation of reporting legislation for its reauthorization. Witnesses providing testimony at this hearing included a Member of Congress and the Administrator of RSPA, as well as representatives of Labor, industry and the emergency response community. The Subcommittee did not report legislation during the 106th Congress to reauthorize the hazmat program.

On February 11, 1999, the Subcommittee held a hearing on fire safety issues within the House Complex. The hearing was called to further examine a House Inspector General report identifying many deficiencies with the fire protection program in the House of Representatives. The Architect of the Capitol, the House Inspector General and a representative from the National Fire Protection Association were all invited to testify. Herbert Franklin, the Administrative Assistant testified on behalf of the Architect and the others invited provided testimony as well. The Subcommittee, in fulfilling its oversight responsibilities, was particularly concerned with

whether the Architect's office effectively complied with current fire codes and regulations, and effectively initiated a master plan to ensure for fire safety concerns in the House Complex during an emergency. The issues the Subcommittee addressed involved many historic buildings within the House complex being in noncompliance with fire codes and regulations; the role of the Capitol Police in the event of a fire emergency; the training that the Capitol Police receive to address such emergencies; plans to correct the previously installed defective Omega sprinklers; the lack of consistency and planning by the Architect's office in carrying out fire safety projects; and progress by the Architect's office to correct the noted deficiencies in the House Inspector General report. The witnesses provided insight into the difficulty of managing and having historic buildings, such as the buildings within the House Complex, in full compliance with current fire codes. Further, the Architect's office noted the development of a comprehensive master plan to address weaknesses in fire safety and highlighted that, dependent upon access and funding, the Architect plans to have all areas of the Capitol Complex sprinklerized. The Subcommittee will continue close oversight of life safety issues within the House Complex.

On April 26, 1999, the Subcommittee held a joint hearing with the Subcommittee on Government Management, Information and Technology. The hearing provided oversight of Federal real property management, and more specifically obstacles and innovative approaches to effective and efficient real property management. The Subcommittees received testimony from two different panels of witnesses consisting of representatives from the Department of Defense, the General Services Administration, the Department of the Interior, the Department of Veterans Affairs, the United States Postal Service, the General Accounting Office, and from the National Research Council. The Subcommittees examined the management of Federal real property and considered various approaches, including the use of public-private partnerships to improve the government's real property portfolio. The Subcommittees explored how well the current property laws are working and looked at whether they need to be improved. GSA does not have the authority that other Federal land holding agencies currently have. One example is, out leasing and the retention of proceeds. In testimony, the Department of Defense outlined three incentives to effective out leasing of government property which include incorporating the out lease with the agency's mission, broad use and the retention of proceeds, and proper incentives for the agency to out lease property. Among the issues discussed were, the condition of Federal real property assets and the allocation of resources to properly renovate, maintain, and operate those facilities; incentives for agencies to manage their property portfolios in an effective manner; and the benefits derived from innovative approaches to facility management. The Subcommittees noted that as an agency's mission changes, the agency's facility needs change as well and these changes need to be better accounted for in the context of Federal budgetary constraints in the form of repair and alteration projects, new Federal construction and in some cases downsizing and disposing of underutilized facilities. The current budget process emphasizes design and construction costs of a new facility, those costs

account for only 5–10% of the total life cost of the building. Operations and maintenance account for 60–85% of the total cost of ownership. Public-private partnership type arrangements could be in the government's best interest to meet the long-term needs of a facility for an agency.

On May 11, 1999, the Subcommittee held a hearing to receive testimony from the General Services Administration on the FY 2000 Capital Investment Program. The hearing provided members an opportunity to question Deputy Commissioner Paul Chistolini on GSA's investment plans for the coming fiscal year. The Capital Investment Program summarized in testimony included seven design and new construction projects estimated at \$92.2 million, thirteen repair and alteration projects estimated at \$201 million and thirteen designs for future repair and alteration projects estimated at \$17.7 million. Chairman Franks questioned the witness on a number of points, including, whether the capital program for FY 2000 is maximizing the Federal buildings income and if it is minimizing the drain on unproductive assets, and how the government's vacancy rate compares to that of the private sector. The Subcommittee also questioned the witness about legislation the Administration planned to submit to reform the Property Act and expressed great disappointment in the fact that the program for the third consecutive year did not include funding for any courthouse related projects. The Subcommittee approved resolutions authorizing the FY 2000 Capital Investment Program on May 13, 1999.

On July 21, 1999, the Subcommittee held a hearing to receive testimony on proposals for a National Health Museum. Members of the House of Representatives and District of Columbia Council, in addition to representatives from the New Jersey Governor's Advisory Committee on the Preservation and Use of Ellis Island, the Public Buildings Service, and the National Health Museum provided testimony. The conference report for Appropriations for the Departments of Labor, Health and Human Services, Education and related agencies for FY 1998 designated a National Health Museum (from the Army Medical Museum). The conference report stated that the health museum is to be located on or near the National Mall, on land owned by the Federal government or District of Columbia and to establish a commission to study the appropriate role of the Federal government in planning and operations associated with the museum. The commission was to submit a report to Congress not later than a year after its creation. The commission was never created and no report was ever sent to Congress. The National Health Museum Board conducted a comprehensive examination of 20 potential locations. The Board identified a preferred site at 2nd and C Streets, SW, in Washington, DC, which currently houses the Food and Drug Administration. GSA held discussions with the National Health Museum about the possibility of locating the health museum at this location, but the witness testified that GSA has not released any formal plans for the location. The Subcommittee questioned the National Health Museum and the General Services Administration as to the level of discussions that have taken place concerning the location at 2nd and C Street, SW. The Health Museum noted that GSA identified this location as a possible site for the museum, but GSA indicated that an appraisal

was being prepared, that GSA does not have the authority to transfer the property to the health museum, and that the facility was being considered to be included in the FY 2001 budget request for repair purposes. The Subcommittee had a difficult time determining just exactly what was discussed between the museum and GSA (Mr. Peck of the Public Buildings Service who met with the National Health Museum on several occasions was unable to attend the hearing and provide the detail the Subcommittee was looking for). The Subcommittee also received testimony on the redevelopment and reuse possibilities of locating a part of, or a major component of, the National Health Museum on Ellis Island. The witness representing the Governor's Advisory Committee on the Preservation and Use of Ellis Island testified that a component of the National Health Museum would be a very good fit in the plans for Ellis Island, and is consistent with the history of Ellis Island. Based on the information provided by the witnesses the Subcommittee drafted and reported out of Committee legislation that would facilitate the National Health Museum to locate and acquire a site in Washington, D.C. and to include a component of the museum on Ellis Island, New Jersey.

On July 27, 1999, the Subcommittee held a hearing on reauthorization of the pipeline safety program, administered by the Research and Special Programs Administration of the Department of Transportation. Pipeline Safety is governed by the Pipeline Safety Act and its progeny, which regulates both natural gas and hazardous liquid pipelines. The pipeline safety program covers the design, construction, operation, maintenance and inspection of pipeline facilities. The program's funding authorization expired September 30, 2000. The Subcommittee was interested in receiving testimony on the program in general, as well as addressing criticisms lodged against RSPA's execution of the program, in a preliminary effort to prepare reauthorization legislation. Just prior to the hearing, a significant pipeline accident occurred in Bellingham, Washington, on June 10, 1999. Although the hearing was intended to focus primarily on reauthorization of the pipeline safety program, discussion of this accident was paramount during the testimonials. However, it was announced at this hearing that a separate hearing, specifically focused on the accident, would take place at a later date (see below). Witnesses providing testimony at this hearing included a Member of Congress, the Chairman of the National Transportation Safety Board (NTSB), the Administrator of RSPA, and representatives from the pipeline industry. The Subcommittee did not report legislation during the 106th Congress to reauthorize the pipeline safety program, although Senate sponsored reauthorization legislation was taken up under suspension of the House Rules on October 10, 2000. The legislation did not receive the two-thirds majority vote necessary for passage under suspension procedure.

On October 27, 1999, the Subcommittee held a hearing on the hazardous liquid pipeline accident that occurred in Bellingham, Washington, June 10, 1999. The accident took three lives and involved an extensive amount of environmental damage. The Subcommittee scheduled this hearing as part of its ongoing oversight role of RSPA's Office of Pipeline Safety and as part of its con-

tinuing effort to prepare legislation to reauthorize the program. Although discussion of this accident took place at the Subcommittee's July 27 hearing (see above), members of the Subcommittee believed a separate hearing devoted to a review of the incidents surrounding the accident was warranted. Witnesses providing testimony at this hearing included Senators, Members of Congress, the Chairman of the NTSB, the Administrator of RSPA, representatives from the State and local governments of Washington, representatives from local environmental groups, and a representative of the hazardous liquid pipeline involved in the accident, as well as family members of one of the victims.

On March 23, 2000, the Subcommittee held a hearing on the General Services Administration FY 2001 Capital Investment Program. The hearing primarily focused on security in Federal buildings and the courthouse construction program. Nine Members of Congress, five United States District Judges, and two private witnesses provided testimony, in addition to seven submissions for the record by Members and interested parties that were unable to testify. The Administration requested \$488 million in new authority for six courthouse construction projects and one request for additional design funds for a previously approved project. The Administrative Office of the United States Courts 5-year plan called for the consideration of 19 court related projects at an estimated cost of \$802 million. The Administrative Office of the United States Courts has a 5-year priority plan and works with GSA to include funding for the plan in the Administration's formal budget submission to the Congress. The Administration's FY 2001 funding request for new courthouse construction, with the absence of courthouse funding in two of the past four years, was not adequate to sustain the needs of the Judiciary and the projects submitted by the Administration were not the highest prioritized projects based on the Judiciary's 5-year courthouse construction plan. The Subcommittee was forced to address the needs of the Judiciary while working within the budget constraints of the Administration's request. Based on the testimony provided by the Federal District Judges and Members of Congress, and after the Subcommittee's comprehensive investigation of the courthouse construction program, the Subcommittee approved a courthouse program that was above the Administration's request and below the Judiciary's request based on the United States Design Guide, which included a component of courtroom sharing. On July 25, 2000, the Subcommittee approved 16 Committee resolutions authorizing the courthouse construction program at an estimated cost of \$605 million.

On April 11, 2000, the Subcommittee held a second hearing on the General Services Administration FY 2001 Capital Investment Program. The Subcommittee received testimony from the General Accounting Office and the General Services Administration. GAO provided testimony on the backlog of repair and alteration projects GSA is currently experiencing and noted that \$4 billion is needed to correct the backlog. GAO concluded that the Federal Building Fund was not producing sufficient revenues to finance the needed repairs and alterations and identified inadequate program data and the lack of a strategic approach to meeting the repair and al-

teration requirements. In continued oversight by the Subcommittee, GSA was questioned on all aspects of the capital program, which included the leasing program and the plan to generate revenue for the Federal Building Fund. GSA noted that the proposed repair and alteration program for FY 2001 would, once completed, allow the agency to backfill more than 1.1 million square feet of vacant space in owned inventory by moving client agencies from leased space to government owned space. The Subcommittee questioned GSA on the increase in rent expenditures and the impact of the budget scoring rules on GSA's ability to formulate a sound capital program. The Subcommittee approved Committee resolutions authorizing the Capital Investment program on June 21, 2000.

SITE VISITS

During the 106th Congress the Subcommittee continued its extensive review of the courthouse construction program and conducted several site visits to ongoing and proposed courthouse projects. The Subcommittee also conducted several site visits to various Federal buildings and southwestern border stations, in addition to Ellis Island and Governors Island. The Subcommittee staff inspected the recently renovated Court of Appeals building in San Francisco, California, which was heavily damaged in the 1989 earthquake. GSA spent approximately \$93 million to renovate and provide protection from future earthquakes, by placing the entire building on rollers. The Subcommittee staff also inspected other Federal buildings in the San Francisco Bay area, the existing facilities for the United States courts in Los Angeles, California, the recently completed Ronald Reagan Federal Building and United States Courthouse in Santa Ana, California, the existing courthouse facility in San Diego, California, the San Ysidro and Otay Mesa border crossings, and the new courthouse facilities in Tuscan and Phoenix, Arizona. The site visits took place between March 28 and April 2, 1999. From August 16 through August 20, 1999, the Subcommittee staff visited a number of Federal buildings in the Pacific Northwest. Staff investigated the Federal Building and United States Courthouse in Anchorage, Alaska, the FBI field office in Anchorage, the Henry M. Jackson Federal Building in Seattle, Washington, the site for the new courthouse in Seattle, Washington, the Pioneer Courthouse in Portland, Oregon, the Solomon United States Courthouse and Edith Green-Wendell Wyatt Federal Building, and the sites being considered for the construction of a new United States courthouse in Eugene, Oregon. The site visits enhance the Subcommittee's ability to continue oversight and provide the Subcommittee a comprehensive review of previous actions taken and current actions being deliberated. By visiting an existing courthouse and/or facility under construction the Subcommittee is able to confirm the justification for a certain amount of square footage, a certain housing plan, the number of courtrooms, and ultimately assure the Committee that projects are a prudent use of scarce Federal dollars.

On September 7, 1999, the Subcommittee, including Chairman Franks and Vice Chairman Cooksey, conducted oversight visits at Federal facilities in the New York and New Jersey harbor area. A

Subcommittee hearing was held on July 21, 1999, on proposals for a National Health Museum. Ellis Island is identified in legislation drafted by Chairman Franks as a possible location of a satellite component of the National Health Museum. The Subcommittee toured the north and south side of Ellis Island. The tour of Ellis Island was conducted by the National Park Service and began in the immigrants' museum on the New York side of the island, and then moved to the south side of the island. The south side, in New Jersey, consists of 29 decrepit hospital buildings that were originally constructed in the early 1900's and vacated around 1954. The National Park Service is maintaining the buildings. The Subcommittee then toured the United States Custom House, which is under GSA's control and houses the National Museum of the American Indian. The Subcommittee was interested in seeing how the museum functioned apart from the Smithsonian headquarters in Washington, D.C. The final stop was a van tour of Governors Island. Governors Island is vacant and maintained by GSA at a cost of \$10 million a year. The Subcommittee will continue close oversight of Governors Island.

REVIEWS BY THE GENERAL ACCOUNTING OFFICE

The Subcommittee requested the General Accounting Office to conduct several reviews of GSA operations and activities. In 1999, GAO was requested to conduct a review of the GSA repairs and alterations program. The review examined the extent of repairs and alterations that have been identified at government owned buildings managed by GSA, the factors that impede GSA's ability to satisfy its repair and alteration needs, and GSA efforts to improve its management of repairs and alterations. GAO conducted its review, and issued a formal report and testified at an oversight hearing held by the Subcommittee on April 11, 2000. GAO testified that billions of dollars are needed to satisfy the repair and alteration needs at Federal buildings; that the Federal Building Fund is not producing the necessary revenues to meet repair and alteration needs; that repairs and alterations program data are problematic; and that GSA has not yet institutionalized its thinking and planning about how best to strategically respond to its multibillion dollar repair and alteration needs. GSA acknowledged the multibillion-dollar repair and alteration backlog and is working to implement the GAO recommendations. GSA noted in testimony that the FY 2001 repair and alteration budget request would, once completed, allow the agency to backfill more than 1.1 million square feet of vacant space in owned inventory by moving client agencies from leased space to government owned space, thus adding revenue to the Federal Building Fund. The Subcommittee will continue close oversight of the GSA repair and alteration program and currently has an open request with GAO to review the selection process for government owned buildings needing repair and alteration work.

During the 104th Congress, the Subcommittee requested GAO review the United States courts utilization of existing facilities in cities where new facilities were requested. GAO concluded at that time that about 35% of the time there was no use of courtrooms in the six cities studied. In 1999, the Administrative Office of the

United States Courts contracted with Ernst and Young to conduct a study of the Judiciary's facilities program. As part of the study, Ernst and Young was asked to conduct a thorough analysis of courtroom utilization, assignment and sharing courtrooms by judges. GAO was requested to determine whether the Ernst and Young study provided sufficient data and analysis to show if, and to what extent, courtroom sharing may be feasible. In December 2000 GAO issued a formal report concluding that the Ernst and Young study was not designed to provide the type of data necessary to help resolve the courtroom sharing issue. The report also noted that there continues to be a lack of courtroom usage data that shows how often and for what purpose courtrooms are being used and the impact that other factors such as courtroom scheduling uncertainties and latent use may have in determining the need for courtrooms. The Subcommittee continues close oversight of the courthouse construction program. The Subcommittee held a hearing on March 23, 2000, and received testimony from a number of United States District Court Judges. The Judiciary has a need for effective and efficient courthouse facilities to better administer justice and the Congress and the Subcommittee must sort through the available data and work to closely oversee a sound courthouse construction program based on the 5-year priority plan and the United States Courts Design Guide.

The Subcommittee also requested GAO to review and update a GAO study from 1993 on the Judiciary's process for projecting long-range planning needs. GAO identified three major problems and made six recommendations to address the problems. The Subcommittee request will have GAO assess the progress made by the Judiciary to implement the six recommendations. This report is a recent request and still pending. GAO is also working on a recent request to look into the GSA leasing program and to more specifically analyze the impact the budget scores rules have had on the leasing program, a trend that is moving toward the increased use of short term expensive operating leases. At the Subcommittee's request, GAO also reviewed the authority to audit private funds used for events that take place on the Capitol Grounds, a GSA lease for the Secret Service at 1111 18th Street, in Washington, DC, and the authority being used to construct a new facility for the Food and Drug Administration in College Park, Maryland which, were all concluded during the 106th Congress.

SUMMARY OF OTHER OVERSIGHT ACTIVITIES

During the 106th Congress there has been a number of adverse reports regarding the facilities under the jurisdiction of the Architect of the Capitol. A report released December 18, 1998, by the House of Representatives Inspector General, identified a number of weaknesses in the fire protection systems in the Capitol Complex. It concluded fire protection systems are incomplete, inadequate, or absent. The Subcommittee held an oversight hearing on this important topic on February 11, 1999, and will continue to monitor the implementation of the master plan to correct deficiencies. The Subcommittee also continues close oversight of the design phase for the construction of the Capitol Visitors Center.

During the 105th Congress, legislation was enacted authorizing the Kennedy Center to expand its underground parking garage, using tax-free revenue bonds. Additionally, the reauthorization of the highway program (TEA-21) contained funding for a study of the highway circulation patterns around the Kennedy Center. The garage project has already gone to bid and the traffic circulation study has already issued the first phase of a comprehensive study. These projects require close oversight by the Subcommittee. Oversight of these projects has already begun with Kennedy Center officials, officials from DOT, and the National Park Service.

1. RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

The Subcommittee's oversight plan included hearings on RSPA's Hazardous Materials Safety Program and Pipeline Safety Program, in the course of preparing legislation for reauthorizing both of these programs.

Hazardous Materials. With regard to the Hazardous Materials Safety Program, which is responsible for defining and regulating the packaging, handling and training for the transport of hazardous materials, the Subcommittee held a hearing on February 10, 1999. This hearing included oversight of the program and review of the issues to be addressed in reauthorization legislation. The program's current authorization expired September 30, 1997.

Pipeline Safety. As to the Pipeline Safety Program, which is responsible for the regulation of both the natural gas and hazardous liquid pipeline industries with regard to the design, construction, operation, maintenance and inspection of pipeline facilities. The Subcommittee held hearings on July 27 and October 27, 1999. These hearings included extensive oversight review of the Pipeline Safety program and issues raised by the National Transportation Safety Board, in the context of preparing legislation to reauthorize the program. The program's current authorization expired September 30, 2000.

2. THE ECONOMIC DEVELOPMENT ADMINISTRATION

The Subcommittee's oversight plan included oversight hearings of EDA to monitor implementation of the reforms enacted in the reauthorization legislation of 1998. Although the Subcommittee did not have an opportunity to hold formal hearings during the 106th Congress, Subcommittee staff met with EDA representatives on a regular basis throughout the Congress to monitor implementation of the reauthorization act and review other EDA activities.

3. THE APPALACHIAN REGIONAL COMMISSION

The Subcommittee's oversight plan included oversight hearings of ARC, like EDA, to monitor implementation of the reforms enacted in the reauthorization legislation of 1998. Although the Subcommittee did not have an opportunity to hold formal hearings during the 106th Congress, Subcommittee staff met with ARC representatives on a regular basis throughout the Congress to monitor implementation of the reauthorization act and review other ARC activities.

SUMMARY OF ACTIVITY OF THE SUBCOMMITTEE ON GROUND TRANSPORTATION

In the 106th Congress, the Subcommittee on Ground Transportation was chaired by Thomas Petri of Wisconsin. Nick Joe Rahall, II, of West Virginia served as the Subcommittee Ranking Democratic Member. The Subcommittee developed and reported legislation that created a new entity within the Department of Transportation (DOT) to oversee trucking safety and legislation to provide for a mandatory fuel surcharge in new truckload transportation contracts. The Subcommittee also developed and reported legislation to modernize the financing of the railroad retirement system and to provide enhanced benefits to employees and beneficiaries and legislation to establish a program, coordinated by the National Transportation Safety Board, of assistance to families of passengers involved in rail passenger accidents. In addition, the Subcommittee held a variety of hearings in its areas of jurisdiction, including oversight of the Office of Motor Carrier Safety, the implementation of the environmental streamlining provisions of TEA-21, and a review of DOT's grade-crossing whistle-ban law.

ENACTED LEGISLATION

(For a more complete description of the enacted bills, see section on "Bills Enacted into Law.")

THE MOTOR CARRIER SAFETY IMPROVEMENT ACT OF 1999

Public Law 106-159 transfers motor carrier safety functions and oversight of the motor carrier safety assistance program (MCSAP) out of the Federal Highway Administration at the U.S. Department Of Transportation to the new Federal Motor Carrier Safety Administration. These basic Federal motor carrier safety regulations govern the motor carrier safety assistance grant program, the size and weight of vehicles traveling over the Interstate highways, the regulations for drivers obtaining Commercial Drivers Licenses, mandates for equipment and driver operations and rules for drug and alcohol testing and vehicle registration. The bill provides this new Federal Motor Carrier Safety Administration with an additional \$65 million per year in guaranteed funding for the MCSAP program for fiscal years 2001 through 2003. In addition, the statutes governing issuance of and revocation of commercial drivers licenses are tightened to ensure that unqualified drivers are not on the road.

H.R. 2679 passed the Subcommittee on Ground Transportation by voice vote on August 4, 1999. The bill was ordered reported by the Full Committee on August 5, 1999. On that same day, a similar bill, S. 1501 was introduced in the Senate. H.R. 2679 passed the

House on October 14, 1999. A new bill composed of elements of H.R. 2679 and S. 1501 was introduced as H.R. 3419 on November 17, 1999. The House passed H.R. 3419 on November 18, 1999, which the Senate agreed to on November 19, 1999. The President signed H.R. 3419 on December 9, 1999.

A BILL TO RESTORE THE SAFETY ENFORCEMENT
AUTHORITY OF THE SECRETARY OF TRANSPORTATION

Due to enactment of a provision in H.R. 2084, the fiscal year 2000 Department of Transportation Appropriations bill, the Secretary of Transportation was rendered unable to assess civil penalties to violators of Federal motor carrier safety laws.

Public Law 106–173 restores the safety enforcement authority of the Secretary of transportation.

H.R. 3036 passed the House under suspension of the rules on October 12, 1999. H.R. 3036 passed the Senate by unanimous consent on October 14, 1999. The President signed H.R. 3036 on October 19, 1999.

A BILL TO DESIGNATE THE BRIDGE ON UNITED STATES
ROUTE 231 THAT CROSSES THE OHIO RIVER BETWEEN
MACEO, KENTUCKY, AND ROCKPORT, INDIANA, AS THE
“WILLIAM H. NATCHER BRIDGE”

Public Law 106–295 names the bridge on U.S. 231 that crosses the Ohio River between Maceo, Kentucky, and Rockport, Indiana the “William H. Natcher Bridge.” Representative Natcher was born in Bowling Green, Kentucky, in 1909 and was educated at Western Kentucky State College and the Ohio State University law school. He dedicated his life to public service—serving in the U.S. Navy during World War II and holding a series of local and state offices before being elected to Congress. He moved up the ranks of the Appropriations Committee, eventually assuming the chairmanship of the full Committee in 1993.

H.R. 1162 was ordered reported by the Full Committee on April 22, 1999, (after the Subcommittee on Ground Transportation was discharged from further consideration). H.R. 1162 passed the House under suspension of the rules on May 4, 1999. H.R. 1162 passed the Senate by unanimous consent on October 4, 2000. The President signed H.R. 1162 on October 13, 2000.

BILLS PASSED BY HOUSE ONLY

H.R. 2679 was a bill to transfer motor carrier safety functions from the Office of Motor Carrier Safety in the Federal Highway Administration to a newly created Motor Carrier Administration. This bill eventually became part of H.R. 3419 (Public Law 106–159).

H.R. 2679 passed the House on October 14, 1999.

H.R. 4441 would require all new truckload transportation contracts to include a fuel surcharge.

H.R. 4441 passed the House on October 10, 2000.

H. Con. Res. 171 would congratulate the American Public Transit Association for 25 years of commendable service to the transit industry and the Nation. H. Con. Res. 171 passed the House on October 4, 1999.

H.R. 4844 was introduced on July 13, 2000, and was referred to the Committee on Transportation and Infrastructure and to the Committee on Ways and Means. H.R. 4844, which received 305 cosponsors, embodied an agreement that was reached between railroad labor and railroad management after two years of negotiations to modernize the financing of the railroad retirement system and to provide enhanced benefits to employees and beneficiaries.

The Railroad Retirement system has two major components. Tier I is largely equivalent to Social Security. Tier II, the functional equivalent of an industry-wide pension plan, provides additional benefits. Both are funded primarily by payroll taxes on railroad employers and employees.

Both Railroad Retirement benefits and payroll tax rates are fixed by current law. Thus, changes in the system require Congressional action. H.R. 4844 would have made the Tier II tax rates more responsive to actual financing needs by the establishment of an automatic tax adjustment formula. Under this statutory formula, payroll taxes would be raised or lowered automatically, without further action by Congress, depending on the level of funds available to pay benefits. (A similar system of adjustable tax rates for railroad unemployment benefits was enacted in 1988.)

In addition, H.R. 4844 would have allowed investment of the Railroad Retirement Account assets in a diversified portfolio, as are assets of private sector pension plans. Currently, investment of RRA assets is limited to U.S. government securities. The increased return that is assumed as a result of investment in a diversified portfolio would have been used to offset benefit increases and tax reductions that are contained in H.R. 4844.

The Subcommittee on Ground Transportation considered H.R. 4844 on July 19, 2000. The bill was approved by the Subcommittee by voice vote. The Full Committee also considered H.R. 4844 on July 19, 2000, and ordered the bill reported by a roll call vote of 62 to 1. H.R. 4844 was ordered reported by the Ways and Means Committee on July 25, 2000. The bill was reported to the House by the Committee on Transportation and Infrastructure on July 20, 2000, and was reported to the House by the Ways and Means Committee on July 26, 2000. On September 7, 2000, H.R. 4844 was considered by the House under suspension of the rules and was agreed to by a vote of 391 to 25.

On September 8, the bill was received in the Senate and referred to the Committee on Finance, which ordered it reported on September 8, 2000. It was reported by Senator Roth with an amendment in the nature of a substitute on October 3, 2000. No further action was taken in the Senate.

H.R. 2681 would establish a program, coordinated by the National Transportation Safety Board, of assistance to families of passengers involved in rail passenger accidents. H.R. 2681 passed the House on October 4, 1999.

HEARINGS

The Subcommittee on Ground Transportation held a total of sixteen hearings during the 106th Congress.

On February 3, 1999, the subcommittee held a hearing on "Present and Future Trends in Ground Transportation."

On February 11, March 17, 1999, March 25, 1999, and May 26, 1999, the subcommittee held a series of hearings on "Oversight of the Office of Motor Carriers."

On July 27, 1999, the subcommittee held a hearing on "TEA-21 Environmental Streamlining Provisions."

On August 31, 1999, the subcommittee held a field hearing in Seattle, Washington on "Ground Transportation Issues in the Pacific Northwest."

On September 30, 1999, the subcommittee held a hearing on "The Future of the Woodrow Wilson Bridge."

On October 7, 1999, the subcommittee held a hearing on "The Effect of the FY 2000 Department of Transportation Appropriations Bill on Motor Carrier Safety Enforcement."

On October 28, 1999, the subcommittee held a hearing entitled "Oversight of Amtrak."

On November 22, 1999, the subcommittee held a field hearing in Bentonville, Arkansas on "Rural Infrastructure Investment."

On March 8, 2000, the subcommittee held a hearing entitled "Implementation of the Transportation Equity Act for the 21st Century by the U.S. Department of Transportation."

On March 21, 2000, the subcommittee held a hearing on the "Impact on Transportation Programs of Reducing the Federal Fuel Tax."

On June 8, 2000, the subcommittee held a hearing on the bill H.R. 4441, "The Motor Carrier Fuel Cost Equity Act of 2000."

On June 22, 2000 the subcommittee held a hearing on "The U.S. Department of Transportation's Proposed Hours-of-Service Regulations for Motor Carriers."

On July 18, 2000, the subcommittee held a hearing entitled "The Implementation of the Federal Railroad Administration Grade-Crossing Whistle Ban Law."

On July 25, 2000, the subcommittee held a hearing on "Short Line Rail Infrastructure Needs."

On September 13, 2000, the subcommittee held a hearing on "The U.S. Department of Transportation's Proposed NEPA and Planning Regulations."

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON OVERSIGHT, INVESTIGATIONS, AND EMERGENCY MAN- AGEMENT

During the 106th Congress, the Subcommittee on Oversight, Investigations, and Emergency Management was chaired by Congresswoman Tillie K. Fowler. James A. Traficant, Jr., served as the Ranking Democratic Member. The Subcommittee held 17 days of hearings on a wide range of topics, and developed significant legislation to reform the Federal Emergency Management Agency's disaster mitigation program and to organize federal efforts for domestic preparedness against terrorist acts.

ENACTED LEGISLATION

(For a more complete description of enacted bills, see the section on "Bills Enacted into Law.")

THE DISASTER MITIGATION ACT OF 2000

(Public Law 106–390)

Public Law 106–390, the Disaster Mitigation Act of 2000, authorizes funding for a pre-disaster mitigation program and makes cost saving changes to the current disaster assistance program administered by the Federal Emergency Management Agency (FEMA). The law makes it easier for disaster victims to apply for assistance, and streamlines the process for state and local governments to be reimbursed for disaster management costs. On March 4, 1999, the House passed H.R. 707 by a margin of 415–2. After a series of both Senate and House amendments, the bill was cleared for the President's signature on October 10, 2000, and signed into law on October 30, 2000.

OTHER LEGISLATION

PREPAREDNESS AGAINST TERRORISM ACT OF 2000

The Committee reported H.R. 4210, the Preparedness Against Terrorism Act of 2000, on July 13, 2000. This legislation would update the Stafford Act to address preparedness against domestic terrorist attacks. In particular, the bill would create a Presidential Council to coordinate federal terrorist attack preparedness programs by exerting influence through the budget process. The Council would provide much needed leadership to these federal programs, and would be responsible for drafting and enforcing an overarching national strategy designed to eliminate duplication and fragmentation. This bill would enable Congress to execute stream-

lined oversight over the federal preparedness effort through the appointment of an individual who would be required to testify before Congress. H.R. 4210 passed the House, amended, by voice vote on July 25, 2000. The Senate failed to take action on the measure.

HEARINGS

The Subcommittee held hearings on domestic preparedness against terrorist attacks on June 9, 1999, and April 6, 2000. There are currently over 200 preparedness programs being run by more than 40 departments and agencies at a cost of over \$1 billion. Such programs include training for firefighters, police, and other first responders, as well as federal response teams that support local officials. Testimony from these hearings revealed extensive fragmentation and duplication among federal training programs and response teams designed to assist emergency responders in dealing with terrorist attacks. Further testimony identified an absence of leadership and a lack of an overarching national strategy as the primary causes of these problems. These hearings led to the development and passage of H.R. 4210, the Preparedness Against Terrorism Act of 2000.

On June 21, 1999, the Subcommittee held a joint field hearing with the Subcommittee on Forests and Forests Health of the Committee on Resources in Ormond Beach, Florida to assess the response to the Florida wildfires of 1998. This included an evaluation of the current mitigation process, and a discussion of ways to improve communications, response, and recovery efforts of state, local, and federal agencies. The severity of the 1998 Florida wildfires prompted the Governor to appoint a special committee of government officials, technical experts, members of the public and other stakeholders to review the response and make recommendations to improve upon future response efforts. The Subcommittee heard testimony regarding efforts to enhance communications and coordination between government entities and the public and to improve the allocation and availability of resources.

The Subcommittee held two hearings on the safety of aircraft electrical systems. The first, held on September 15, 1999, examined new and emerging safety enhancing technologies for use in aircraft, such as wire that is less susceptible to damage. In particular, the Subcommittee examined why such technologies have not been adopted by commercial airline fleets. The second hearing, held on October 5, 2000, tracked the progress made by the Federal Aviation Administration (FAA) as well as independent research groups in developing and applying safer electrical components. The Subcommittee heard the results of a Department of Transportation (DOT) Office of Inspector General audit that examined FAA's research efforts to address aircraft electrical system safety in addition to the results of the Aging Transport Systems Rulemaking Advisory Committee's non-intrusive inspection of 81 aircraft. This hearing led to a request by the Subcommittee for FAA to develop a specific plan for swiftly adopting safer electrical technologies and maintenance practices.

The Subcommittee held hearings on the cost effectiveness of disaster mitigation projects funded by the Federal Emergency Man-

agement Agency on August 4, 1999, and on July 20, 2000. FEMA has spent approximately \$2 billion on such projects since 1991. The law requires that mitigation projects be cost-effective. In addition, FEMA usually subjects projects to a cost benefit analysis. The Subcommittee found a large portion of the projects (accounting for possibly over 20 percent of all funding—or over \$400 million) had been exempted from cost-benefit analysis. FEMA has subsequently reduced the number of projects exempted from cost-benefit analysis, and is collecting more information regarding the costs and benefits of funded projects.

The Subcommittee held a hearing on October 7, 1999, to assess the status of the General Services Administration's (GSA) federal building security program. The Subcommittee determined that GSA was not reliably tracking the installation of security equipment in federal buildings (an examination of the GSA database revealed an error rate of over 50 percent) and approximately \$1,000,000 in security funding had been spent on unapproved items including carpeting and artwork. In a closed session, the Subcommittee also received testimony from GSA, the GSA IG, and GAO regarding the present state of security at specific federal buildings.

In two separate hearings, the Subcommittee examined the accuracy, completeness and timeliness of program and financial data produced and used by the Department of Transportation, EPA, and GSA. The first hearing on October 30, 1999, examined, in particular, why EPA had received a clean opinion despite the fact the Agency had taken over eleven months to provide adequate financial information to the Inspector General. A follow-up hearing on March 22, 2000, examined the reliability of program data within these agencies and identified several instances of unreliable data.

On November 4, 1999, the Subcommittee held a hearing to assess the adequacy of grants management and oversight at the Environmental Protection Agency (EPA). The EPA Inspector General found that neither project officers nor the Grants Administration Division adequately managed assistance grants.

The Subcommittee held a hearing on February 16, 2000, on a proposal to add a water rescue component to the FEMA Urban Search and Rescue (USAR) program. During the hearing, the Subcommittee received testimony from Members of Congress, water rescue experts and FEMA officials on the need for, practicality of, and obstacles to implementation of such a program. The hearing resulted in FEMA submitting a detailed needs assessment proposal to the Subcommittee regarding the creation of a water rescue component to the USAR program. The proposal stated that FEMA would require an appropriation of \$509,000 and would take approximately 36 months to fully implement.

The Subcommittee held a hearing on April 12, 2000, to review several proposals, including pending legislation, to create a new federal grant program for assistance to fire and emergency services. At the request of Members of Congress, the Subcommittee heard testimony on: (1) H.R. 1168, a bill to authorize the Federal Emergency Management Agency (FEMA) to make grants to fire departments; (2) H.R. 3155, a bill directing the Secretary of Transportation to establish a grant program to provide assistance to emer-

gency response organizations; (3) H.R. 4128, a bill to authorize appropriations to address the needs of state and local emergency responders; and (4) the Administration's FY 2001 budget proposal for a pilot demonstration firefighter grant program. Testimony revealed that although fire and emergency rescue personnel have a smaller federal grant program than the police, the fire program is significant. Staff research showed that federal funds totaling more than \$400 million annually benefit the fire services.

The Subcommittee held a field hearing on April 28, 2000, in Moore County, North Carolina to evaluate FEMA's response to the snowstorms of January 2000 in the Pine Needles region of North Carolina. At the hearing the Subcommittee received testimony from officials of Moore County, North Carolina's Office of Emergency Management and FEMA's Response and Recovery Directorate. The hearing prompted a re-evaluation of FEMA's snow assistance policies and procedures and resulted in the expedited payment of \$220,000 in reimbursements to local governments.

The Subcommittee held a hearing on July 27, 2000, concerning the promulgation of the EPA's final rule on total maximum daily loads (TMDL) that establish allowable discharge limits for certain lakes, rivers, streams, and estuaries. The new rules require states to make comprehensive pollution surveys of more than 40,000 bodies of water over the next 15 years. States have until April 2002 to draft their first lists of lakes and rivers and then develop clean-up plans. Cleanups would be based on TMDLs for each body of water and could cover nonpoint sources.

The Subcommittee held a hearing on September 13, 2000, on the extent of federal shuttle bus service in the Washington, DC service area. The Subcommittee found significant overlap and waste in shuttle services. A Subcommittee survey of agencies in Washington, D.C., showed that over the last five years, the number of federal shuttles has increased from 109 to 139 vehicles and the total cost tripled from \$6.5 million to over \$16 million annually. The hearing highlighted the lack of coordination among agencies and their failure to utilize the Washington metropolitan area transit system.

SUMMARY OF OVERSIGHT ACTIVITIES

OVERSIGHT, INVESTIGATIONS AND EMERGENCY MANAGEMENT

1. *Spending on Mitigation.* The plan includes an examination of whether disaster mitigation funding is being spent by the Federal Emergency Management Agency in the most effective manner. The Subcommittee requested and received a database of mitigation grants including the cost benefit ratio for each grant. The Subcommittee found that 20% of all grants were exempted from a cost benefit analysis. Questions that were raised from examining this data led to hearings on August 4, 1999, and July 20, 2000.

2. *Disaster Relief Fund.* The plan includes an examination of the administration of this fund. The Committee passed legislation (P.L. 106–390) streamlining administration of disaster relief and providing better control over the federal cost of disaster assistance.

3. *FEMA Preparedness Grants.* The plan includes monitoring the effectiveness of these programs. The Subcommittee found that, government wide, over 200 programs are being run by more than 40 departments and agencies at a cost of over \$1 billion. Hearings held on June 9, 1999, and April 6, 2000, revealed extensive fragmentation and duplication and led to the development and passage of H.R. 4210 in the House. The Senate failed to act on the bill.

ADDITIONAL OVERSIGHT

Florida Wildfires. On June 21, 1999, the Subcommittee held a joint field hearing with the Subcommittee on Forests and Forest Health of the Committee on Resources in Ormond Beach, Florida to assess the response to the Florida wildfires of 1998. This included an evaluation of the current mitigation process, and a discussion of ways to improve communications, response, and recovery efforts of state, local, and federal agencies.

Aircraft Wiring. The Subcommittee held hearings on September 15, 1999, and on October 5, 2000, on the safety of aircraft electrical systems. The Subcommittee examined new and emerging safety enhancing technologies for use in aircraft, including wire that is less susceptible to damage and progress made in developing and applying safer components.

Federal Building Security. The Subcommittee held a hearing on October 7, 1999, to assess the status of the General Services Administration's (GSA) federal building security program.

Data Quality. In two separate hearings on October 30, 1999, and March 22, 2000, the Subcommittee examined the accuracy, completeness and timeliness of program and financial data produced and used by the Department of Transportation, EPA, and GSA.

EPA Grant Management. On November 4, 1999, the Subcommittee held a hearing to assess the adequacy of grants management and oversight at the Environmental Protection Agency (EPA).

Water Rescue. The Subcommittee held a hearing on February 16, 2000, to examine a proposal that would add a water rescue component to the FEMA Urban Search and Rescue (USAR) program.

Grants to Firefighters. The Subcommittee held a hearing on April 12, 2000, to review several proposals, including pending legislation, to create a new federal grant program for assistance to fire and emergency services.

North Carolina Snowstorms. The Subcommittee held a field hearing on April 28, 2000, in Moore County, North Carolina to evaluate FEMA's response to the snowstorms of January 2000 in the Pine Needles region of North Carolina.

TMDL Rulemaking. The Subcommittee held a hearing on July 27, 2000, concerning the promulgation of the EPA's final rule on total maximum daily loads (TMDL) that establish allowable discharge limits for certain lakes, rivers, streams, and estuaries.

Federal Shuttle Bus Service. The Subcommittee held a hearing on September 13, 2000, on the extent of federal shuttle bus service in the Washington, D.C., service area. The Subcommittee found significant overlap and waste in shuttle services.

Federal Aviation Administration Equipment Inventory. A Subcommittee investigation of FAA equipment inventories determined that millions of dollars of new air traffic control equipment was lying idle in warehouses. The Subcommittee discovered that some of the equipment had been in storage for more than five years. The FAA has reduced the backlog of uninstalled equipment and the Subcommittee is working with the FAA to develop an improved inventory system.

General Services Administration Cost Recovery. Action by the Subcommittee prompted GSA to seek recovery of costs incurred by GSA and DOT for eliminating environmental problems at the DOT headquarters building in the mid-1990s. Claims against the landlord are estimated to be approximately \$17 million.

General Accounting Office Reports. The Subcommittee requested from GAO several reports on matters within the Committee's jurisdiction. Following is a selection of documents produced and activities undertaken at the Subcommittee's request:

RCED-00-145R Environmental Protection: Grants for International Activities and Smart Growth.

GGD-00-140R Managing For Results: Assessing the Quality of Program Performance Data.

T-NSIAD-00-172 Combating Terrorism: Comments on Bill H.R. 4210 to Manage Selected Counterterrorist Programs.

GGD-00-68 Competitive Contracting: The Understandability of FAIR Act Inventories Was Limited.

T-NSIAD-00-145 Combating Terrorism: Issues in Managing Counterterrorist Programs.

GGD-00-108R Managing for Results: Answers to Hearing Questions on Program Data Quality.

T-GGD/RCED-00-134 Managing for Results: Challenges in Producing Credible Performance Information.

AIMD-00-31R Inspectors General: Information on Resources and Selected Accomplishments of Five Inspectors Generals.

T-GGD/OSI-00-19 General Services Administration: Status of Efforts to Improve Management of Building Security Upgrade Program.

T-AIMD-99-301 Financial Management: Financial Audit Results at GSA, EPA, and DOT.

T-RCED-99-274 Disaster Assistance: FEMA Can Improve Its Cost-Effectiveness Determinations for Mitigation Grants.

RCED-99-236 Disaster Assistance: Opportunities to Improve Cost-Effectiveness Determinations for Mitigation Grants.

T-NSIAD-99-181 Combating Terrorism: Observations on Growth in Federal Programs.

RCED-99-121 South Florida Ecosystem Restoration: An Overall Strategic Plan and a Decision-Making Process Are Needed to Keep the Effort on Track.

In addition to the completed reports, the Subcommittee requested that GAO undertake an analysis of issues which will be completed in 2001. These include: (1) an examination of FAA's decision to eliminate 600 air traffic control supervisor positions. These positions are to be filled with controllers who will act as "controllers-in-charge." GAO will address whether FAA has implemented the DOT IG's recommendations to correct several deficiencies in the program; (2) a review of the purposes and amounts of non-formula grants awarded by EPA for fiscal years 1996 through 1999, including an assessment of how the activities funded support the strategic goals, objectives, and subobjectives designated by EPA for the grant awards; and (3) a review of FEMA's role in domestic preparedness for counterterrorism and related activities since the Oklahoma City bombing.

Review of Government Performance and Results Act FY 1999 and FY 2000. The Subcommittee, acting on behalf of the Committee, reviewed and commented on Government Performance and Results Act FY 1999 and FY 2000 Performance Plans for the DOT, EPA, GSA, and FEMA. In this capacity, the Subcommittee, in cooperation with the Committee on Government Reform, produced its own draft EPA long-term Strategic Plan and provided it to EPA and the public.

Aircraft Non-Structural Systems. The Subcommittee requested, and received, an audit from the DOT IG regarding FAA's efforts to address aircraft non-structural systems. The IG addressed funding for research for the program. The audit also highlighted the necessity of the FAA formulating a strategic plan to address these issues. The Subcommittee has requested that the FAA prepare a strategic plan for addressing non-structural system safety. Report due January 2001.

Federal Aviation Administration Research Methods and Procedures. The Subcommittee has requested the FAA to prepare a comprehensive examination of current FAA research methods and procedures for implementing new electrical system safety technologies. Report due January 2001.

Department of Transportation review of Northwest Airlines and Detroit (MI) Metropolitan Airport. The Subcommittee requested and received a report from DOT reviewing the response of Northwest

Airlines and the Detroit Metropolitan Airport to the January 1999 snowstorm which paralyzed air traffic in the Northeast and upper Midwest. Northwest Airlines and the airport took several steps to prevent a repetition of the extensive ground delays that occurred in January.

Analysis of Federal Procurement Database. The Subcommittee conducted an analysis of the Federal Procurement Database indicating an error rate of 15 percent.

Review of selected Databases. The Subcommittee has requested that DOT, EPA, and GSA each review the accuracy of three databases randomly selected by the Subcommittee. The reviews are still pending.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

During the 106th Congress, the Subcommittee on Water Resources and Environment, chaired by Congressman Sherwood L. Boehlert with Congressman Robert A. Borski serving as Ranking Democratic Member, had referred to it or took action on 6 bills that became public laws, eight bills that were incorporated into bills that became public laws, 1 bill that was approved by the House but did not become public law, and 2 bills that were approved by the Committee but did not move through the full House. The Committee also approved 67 Committee Resolutions authorizing studies by the Corps of Engineers of potential water resources projects and two Committee resolutions authorizing Natural Resources Conservation Service small watershed projects. The Subcommittee held 21 hearings during the 106th Congress.

ENACTED LEGISLATION

THE WATER RESOURCES DEVELOPMENT ACT OF 1999

S. 507, the Water Resources Development Act of 1999, addresses the Civil Works program of the Army Corps of Engineers, providing water related engineering services related to navigation, flood control, environmental restoration, shore protection, hydropower, water supply, and recreation. It authorizes new projects and makes modifications to existing projects. It directs that new studies be conducted to determine the feasibility and federal interest in addressing water related issues at various locations. Other provisions create new programs for the Corps to implement and make improvements to existing ones.

On April 20, 1999, Representative Shuster introduced H.R. 1480. The bill was referred to the Committee on Transportation and Infrastructure and, in addition, to the Committee on Resources. The Subcommittee on Water Resources and Environment held hearings on proposals for a Water Resources Development Act during the 105th Congress on March 31, April 22, and April 28, 1998. The Committee on Transportation and Infrastructure amended the bill and reported it on April 22, 1999. On April 26, 1999, the Committee on Resources was discharged. The H.R. 1480 as amended passed the House by recorded vote on April 29, 1999.

S. 507 had passed the Senate on April 19, 1999. On July 22, 1999, the House substituted for it the text of H.R. 1480 and passed S. 507 without objection. A Conference Report was filed, and both House and Senate passed it on August 5, 1999. It became Public Law 106-53.

WATER RESOURCES DEVELOPMENT ACT OF 1999 TECHNICAL CORRECTIONS

H.R. 2724, the technical corrections bill for the Water Resources Development Act of 1999, addressed the need to make minor changes to the Public Law 106–53.

On August 5, 1999, Representative Shuster introduced H.R. 2724 and it passed the House. The House accepted a Senate amendment and cleared the bill for the President on November 10, 1999. It became Public Law 106–109.

BEACHES ENVIRONMENTAL ASSESSMENT AND COASTAL HEALTH ACT OF 2000

H.R. 999, the Beaches Environmental Assessment and Coastal Health Act of 2000, establishes a program for monitoring beach water quality to ensure safe recreational waters and authorizes grants to States that implement monitoring programs that are consistent with federal criteria. This legislation also provides for updating of water quality standards for pathogens and pathogen indicators.

Representative Bilbray introduced H.R. 999 on March 4, 1999. The bill was referred to the Committee on Transportation and Infrastructure. The Subcommittee on Water Resources and Environment held a hearing on a version of this legislation introduced in the 105th Congress, H.R. 2094, on August 6, 1998. On April 15, 1999, the bill was amended and ordered reported by the Committee. On April 22, 1999, H.R. 999, as amended, passed the House by voice vote. On September 19, 2000, the Senate passed H.R. 999 with an amendment. The House concurred in the Senate amendment on September 26, 2000, clearing the bill for the President. The bill became Public Law 106–284.

THE ESTUARIES AND CLEAN WATERS ACT OF 2000

The Estuaries and Clean Waters Act of 2000 reauthorizes existing and creates new programs to protect and enhance estuaries, lakes, and other waters across the U.S. This Act is a compilation of bills that first passed the House individually, then passed the House as an amendment to S. 835. S. 835 was introduced by Senator John Chafee on April 20, 1999. It passed the Senate on March 30, 2000, and passed the House on September 12, 2000. S. 835 became Public Law 106–457.

Title I, the Estuary Restoration Act of 2000, authorizes a total of \$282.5 million to establish a national estuary restoration program under the Secretary of the Army who will work in cooperation with an Estuary Restoration Habitat Council composed of other federal agency representatives. The program promotes the development of partnerships between federal, state and local interests, and estuary restoration projects will be carried out in accordance with national estuary restoration strategies, also developed under this title. This title was originally introduced by Rep. Gilchrest and others as H.R. 1775 on May 12, 1999, and was referred to the Committee on Transportation and Infrastructure, and

in addition to the Committee on Resources. On July 13, 1999, the Water Resources and Environment Subcommittee held a hearing on H.R. 1775, and on March 16, 2000 the Committee on Transportation and Infrastructure ordered the bill reported, as amended, by voice vote. On May 24, 2000, the Resources Committee ordered the bill reported, as amended, by voice vote. The House passed H.R. 1775 on September 12, 2000, by voice vote.

Title II, the Chesapeake Bay Restoration Act of 2000, reauthorizes and amends the Chesapeake Bay Program established under Sec. 117 of the Clean Water Act, authorizing a total of \$200 million in EPA assistance over five years. This title was originally introduced by Rep. Bateman as H.R. 3039 on October 7, 1999, and was referred to the Committee on Transportation and Infrastructure. The Water Resources and Environment Subcommittee held a hearing on July 13, 1999 on several coastal and estuary bills, including reauthorizing the Chesapeake Bay Program. On March 16, 2000, the Committee on Transportation and Infrastructure ordered the bill reported without amendment by voice vote. The House passed H.R. 3039 on April 12, 2000 by a vote of 418 to 7.

Title III reauthorizes and amends the National Estuary Program (NEP) established under Sec. 320 of the Clean Water Act. This title authorizes a total of \$175 million in EPA assistance over five years, and authorizes NEP funds to be used to implement—not just develop—long-term estuary management plans. This title was originally introduced by Rep. Saxton and others as H.R. 1237, and was referred to the Committee on Transportation and Infrastructure. The Water Resources and Environment Subcommittee held a hearing on July 13, 1999 on several coastal and estuary bills, including H.R. 1237. On April 11, 2000, the Committee ordered the bill reported, as amended by the Subcommittee, by voice vote. The House passed H.R. 1237 on May 8, 2000 by voice vote.

Title IV, the Long Island Sound Restoration Act, reauthorizes and amends the Long Island Sound program established under Sec. 119 of the Clean Water Act. This title authorizes a total of \$200 million in EPA assistance over five years, encourages the use of innovative methodologies and technologies in implementing the Long Island Sound's long term management plan, and authorizes EPA to give priority assistance to distressed communities. This title was originally introduced by Rep. Johnson (CT) and 31 of her colleagues from the Long Island Sound watershed as H.R. 3313, and was referred to the Committee on Transportation and Infrastructure. The Subcommittee on Water Resources and Environment held a hearing on February 29, 2000 on H.R. 3313. On April 11, 2000, the Committee ordered the bill reported, as amended by the Subcommittee, by voice vote. The House passed H.R. 3313 on May 9, 2000 by a vote of 391 to 29.

Title V, the Lake Pontchartrain Basin Restoration Act of 2000, authorizes \$100 million in EPA assistance to establish the Lake Pontchartrain Basin Restoration Program to restore the ecological health of the Basin by developing and funding restoration, scientific and public education projects. This title was originally introduced by Reps. Vitter and Johnson as H.R. 2957, and was referred to the Committee on Transportation and Infrastructure. The Subcommittee on Water Resources and Environment held a hearing on

this bill on February 29, 2000. On April 11, 2000, the Committee ordered the bill reported, as amended by the Subcommittee, by voice vote. The House passed H.R. 2957 on May 3, 2000 by a vote of 418 to 6.

Title VI, the Alternative Water Sources Act of 2000, amends the Clean Water Act and authorizes \$225 million in EPA assistance to establish a new pilot program for alternative water source projects to meet critical water supply needs. This title was originally introduced by Reps. Thurman, Fowler and others as H.R. 1106, and was referred to the Committee on Transportation and Infrastructure. The Subcommittee on Water Resources and Environment held a hearing on this bill on February 29, 2000. On April 11, 2000, the Committee ordered the bill reported, as amended by the Subcommittee, by voice vote. The House passed H.R. 1106 on May 3, 2000 by a vote of 416 to 5.

Title VII reauthorizes and amends the Clean Lakes Program established under Sec. 314 of the Clean Water Act authorizing a total of \$275 million in EPA assistance. This title was originally introduced by Rep. Sweeney as H.R. 2328 on June 23, 1999, and was referred to the Committee on Transportation and Infrastructure. The Subcommittee on Water Resources and Environment held a hearing on this bill on October 18, 2000. On March 16, 2000, the Committee ordered the bill reported, as amended by the Subcommittee, by voice vote. The House passed H.R. 2328 on April 12, 2000 by a vote of 420 to 5.

Title VIII, the Tijuana River Valley E-stuary and Beach Sewage Cleanup Act of 2000, authorizes the U.S. to enter into a public-private partnership and to take other actions to address comprehensively the treatment of sewage generated in Tijuana, Mexico that flows north untreated into the U.S. creating adverse public health and environmental impacts. This title was originally introduced by Reps. Bilbray and Filner as H.R. 3378 on November 16, 1999, and was referred to the Committee on Transportation and Infrastructure, and in addition to the International Relations Committee. On July 26, 2000, the Committee on Transportation and Infrastructure ordered the bill reported, as amended, by voice vote. On September 7, 2000, the Committee on International Relations approved H.R. 3378, as amended, and passed a resolution seeking House action under suspension of the rules. The House passed H.R. 3378 on September 12, 2000 by voice vote.

The General Provisions of Title IX include a sense of Congress regarding the purchase of American-made equipment and products, authorize \$17 million for the Secretaries of Commerce and the Interior to conduct a long-term estuary assessment project for the Mississippi River and Gulf of Mexico, and reauthorize Sec. 303 of the Safe Drinking Water Act Amendments of 1996 providing a total of \$200 million for Alaska rural sanitation grants over five years.

SMALL WATERSHED REHABILITATION AMENDMENTS OF 2000

Section 313 of the Grain Standards and Warehouse Improvement Act of 2000 enacts the Small Watershed Rehabilitation Amendments of 2000. This legislation provides protection and assistance

for rural communities and farms all over the United States by authorizing the Natural Resources Conservation Service to rehabilitate small dams built by the Federal government that have reached or are soon to reach the end of their useful life.

H.R. 728, the Small Watershed Rehabilitation Amendments of 1999, was introduced as H.R. 728 by Representative Lucas and referred to the Committee on Agriculture and, in addition, to the Committee on Resources and the Committee on Transportation and Infrastructure. The Subcommittee on Water Resources and Environment received testimony on this matter on September 24, 1999. The Committee on Transportation and Infrastructure amended the bill and reported it on November 18, 1999. The Committee on Agriculture also amended the bill and reported it on April 4, 2000. The Committee on Resources was discharged on April 4, 2000. H.R. 728 passed the House, as amended, under suspension of the rules on July 17, 2000. H.R. 728 was attached to H.R. 4788, the Grain Standards and Warehouse Improvement Act of 2000, which passed the House on October 10, 2000, and was cleared for the President by the Senate on October 24, 2000. The bill became Public Law 106-472.

As reported by the Committee on Transportation and Infrastructure, H.R. 728 included a provision requiring the Secretary of the Army to establish an inventory of dams constructed by and using funds made available through the Works Progress Administration, Works Projects Administration, and the Civilian Conservation Corps. This provision was not included in H.R. 4788, and was not enacted into law.

THE WATER RESOURCES DEVELOPMENT ACT OF 2000

S. 2796, the Water Resources Development Act of 2000, addresses the Civil Works program of the Army Corps of Engineers, providing water related engineering services related to navigation, flood control, environmental restoration, shore protection, hydropower, water supply, and recreation. It authorizes new projects and makes modifications to existing projects. It directs that new studies be conducted to determine the feasibility and federal interest in addressing water related issues at various locations. Other provisions create new programs for the Corps to implement and make improvements to existing ones. The law includes a response to water resources issues in South Central Florida by authorizing the framework for a major program to store, treat, and release water at appropriate times for municipal and agricultural uses and for restoration of the natural ecosystem of the Everglades.

The Subcommittee on Water Resources and Environment held hearings on March 1, 8, and 22, 2000, on proposals for the Water Resources Development Act of 2000. Testimony was received from Members of Congress, the Administration, and interest groups. On June 27, 2000, Senator Voinovich introduced S. 2796 which passed the Senate on September 25, 2000. S. 2796 was amended in the House and passed by recorded vote on October 19, 2000. The Senate passed the Conference Report (H. Rept. 106-1020) on October 31, 2000 and the House agreed to the Conference Report by re-

corded vote on November 3, 2000. S. 2796 became Public Law 106–541.

DEPARTMENTS OF LABOR, HEALTH AND HUMAN SERVICES, AND EDUCATION, AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

This Act includes several pieces of legislation from the Subcommittee on Water Resources and Environment.

Section 109 of Division B of this Act includes a provision similar to H.R. 673, the Florida Keys Water Quality Improvements Act, as passed by the House on May 3, 2000 by a vote of 411 to 7. This provision also was included in the House Amendment to the Water Resources Development Act of 2000, S. 2796, on October 19, 2000. The provision authorizes \$100 million for the Secretary of the Army to carry out projects to improve water quality in the Florida Keys National Marine Sanctuary. Reps. Deutsch and Shaw introduced H.R. 673 on February 10, 1999, and the Water Resources and Environment Subcommittee held a hearing on this bill on July 13, 1999. The Committee on Transportation and Infrastructure ordered the bill reported, as amended by the Subcommittee, on April 11, 2000.

Sections 110 and 111 of Division B of this Act include provisions from H.R. 910, the San Gabriel Basin Restoration Initiative, as passed by the House on March 28, 2000 by voice vote. Section 110 authorizes \$85 million to create a Restoration Fund in the U.S. Treasury to address groundwater contamination problems in the San Gabriel Basin, authorizes the U.S. Army Corps of Engineers to participate in the Central Basin Water Quality Project. Section 111 authorizes \$25 million for research related to groundwater contamination caused by perchlorate. On March 2, 1999, Rep. Dreier and others introduced H.R. 910 that was referred to the Committee on Transportation and Infrastructure. On September 29, 2000, the Subcommittee on Water Resources and Environment held a hearing on H.R. 910, and on March 16, 2000 the Committee on Transportation and Infrastructure ordered the bill reported, as amended by the Subcommittee, by voice vote. These also were provisions in the House Amendment to the Water Resources Development Act of 2000, S. 2796, which passed the House on October 19, 2000.

Section 112 of Division B of this Act includes a provision that slightly modifies H.R. 828, the Wet Weather Quality Act of 2000. The provision authorizes \$1.5 billion in EPA assistance to control overflows from combined and sanitary sewers and \$45 million in EPA assistance for an urban wet weather watershed pilot program, among other actions, to address wet weather problems that affect communities across the U.S. Rep. Barcia introduced H.R. 828 on February 24, 1999, which was referred to the Committee on Transportation and Infrastructure. The Subcommittee on Water Resources and Environment held a hearing on June 22, 1999 on clean water infrastructure and wet weather flows, including on H.R. 828 and related legislation. The Committee on Transportation and Infrastructure ordered the bill reported, as amended, by voice vote on September 27, 2000.

This Act also contains several other provisions that are related to issues under consideration by the Committee during the development of the Water Resources Development Act of 2000. Section 104 of Division B, Ten- and Fifteen-Mile Bayous, Arkansas, modifies the project for flood control, Saint Francis River Basin, Missouri and Arkansas. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2796, which passed the House on October 19, 2000. Section 105 of Division B directs the Secretary of the Army to enter into an agreement to permit the City of Alton, Illinois, to construct authorized recreational facilities and to reimburse the City of Alton for the Federal share. Section 107 of Division B modifies the project for navigation, Tampa Harbor, Florida, to authorize the Secretary of the Army to deepen and widen the Alafia Channel. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000. Section 108 of Division amends section 219 of the Water Resources Development Act of 1992 by adding new projects for environmental infrastructure and increasing the authorized funding level for some existing projects. This authorization for \$386 million of environmental infrastructure projects was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2796, which passed the House on October 19, 2000. Section 113 of Division B amends the Water Resources Development Act of 2000 by authorizing fish passage devices at the New Savannah Bluff Lock and Dam, South Carolina. Section 114 of Division B extinguishes reversionary interests and use restrictions on a certain plot of land in Umatilla County, Oregon. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000. Section 115 of Division B repeals an authorization in the Water Resources Development Act of 2000 for the project for flood damage reduction, Murrieta Creek, California. A separate authorization for the Murrieta Creek project is in the Energy and Water Appropriations Act for Fiscal Year 2001, Public Law 106-377. Section 116 of Division B directs the Secretary of the Army to reimburse the non-federal interests for costs incurred for the project for aquatic ecosystem restoration, Penn Mine, Calaveras County, California. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000. Section 117 of Division B modifies the project for flood control, Greers Ferry Lake, Arkansas, to authorize the Secretary of the Army to construct water intake facilities to benefit Lonoke and White Counties, Arkansas. This was a provision in the House Amendment to the Water Resources Development Act of 2000, S. 2697, which passed the House on October 19, 2000. Section 118 of Division B modifies the project for flood control, Chehalis River and Tributaries, Washington, to provide credit to the nonfederal interest for work done prior to execution of an agreement if that work is integral to the project.

OTHER LEGISLATION

RECYCLE AMERICA'S LAND ACT

H.R. 1300, the Recycle America's Land Act of 1999, was introduced by Representative Boehlert on March 25, 1999. The bill was referred to the Committee on Commerce and, in addition, the Committee on Transportation and Infrastructure and the Committee on Ways and Means. The Superfund statute was last amended comprehensively in 1986, and most of its authorizations of appropriations expired in 1994. The authority to collect the taxes that provide revenue for the Superfund Trust Fund expired December 31, 1995.

This legislation would have amended the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) to encourage brownfields redevelopment, enhance community participation in the cleanup of Superfund sites, protect innocent parties, small businesses, generators and transporters of municipal solid waste, and recyclers from Superfund liability, while providing other parties with an opportunity to settle their Superfund liability on the basis of their fair share of response costs. The bill also would have amended CERCLA to ensure that Superfund remedies are based on reasonably anticipated uses of land, water and other resources, and to provide statutory support for EPA's administrative remedy reforms. Finally, the bill would have authorized appropriations for the Superfund program for a period of 8 years, with decreasing levels of funding, and called for a reauthorization of Superfund taxes, at levels that decrease annually to reflect declining program needs.

The Subcommittee on Water Resources and Environment held a hearing on this legislation on May 12, 1999. The Committee amended the bill and ordered it reported on August 5, 1999. No further action was taken on this bill.

LONG ISLAND SOUND PRESERVATION AND PROTECTION ACT

On February 25, 1999, Representative Forbes introduced H.R. 855. The bill was referred to the Committee on Transportation and Infrastructure. This legislation would have amended the Marine Protection, Research, and Sanctuaries Act (MPRSA) to clarify and revise existing restrictions on the disposal of dredged material in Long Island Sound. H.R. 855 would have specified that the disposal of any material containing more than a trace of contamination be prohibited unless EPA certifies that such dredged material will not cause significant undesirable effects.

On July 13, 1999, the Water Resources and Environment Subcommittee held a hearing on H.R. 855 and several other coastal and estuary bills. The full Committee ordered H.R. 855 reported, as amended, on April 11, 2000. No further action was taken on this bill.

MISSISSIPPI SOUND RESTORATION ACT OF 2000

On March 28, 2000, Representative Taylor introduced H.R. 4104, the "Mississippi Sound Restoration Act of 2000." The bill was referred to the Committee on Transportation and Infrastructure. This bill would have required EPA to establish a Mississippi Sound Restoration Program within the agency and to carry out water quality and environmental restoration projects for the Sound. On July 26, 2000, the Committee on Transportation and Infrastructure amended the bill and ordered it reported by voice vote. On September 12, 2000, the House passed H.R. 4104 by voice vote. Also on September 12, 2000, the text of H.R. 4104 was included as title IX of the House Amendment to S. 835. Title IX of the House Amendment was not included in the conference report on S. 835. No further action was taken on this bill.

HEARINGS

The Subcommittee held a hearing on February 10, 1999, to receive testimony on agency budget requests and program priorities for FY 2000 from various agencies under the Subcommittee's jurisdiction (Army Corps of Engineers, Environmental Protection Agency, Tennessee Valley Authority, St. Lawrence Seaway Development Corporation, Natural Resources Conservation Service, and National Oceanic and Atmospheric Administration).

The Subcommittee held a hearing on February 23, 1999, to receive testimony to describe principles and priorities for implementation and reauthorization of the Clean Water Act (CWA). Testimony was heard from Governor Pataki (NY), Governor Geringer (WY), and Governor Glendening (MD) on their own behalf and on behalf of the National Governors' Association and the Western Governors' Association.

On March 24, 1999 a joint hearing was held with the Coast Guard and Maritime Transportation Subcommittee on the Oil Pollution Act of 1990. The hearing focused on the effectiveness of the Oil Pollution Act in providing a comprehensive national system for oil spill prevention, compensation, and cleanup. The Subcommittee heard testimony from the Coast Guard, EPA, and NOAA.

On May 12, 1999, the Subcommittee held a hearing on H.R. 1300, the "Recycle America's Land Act," and issues related to brownfields redevelopment and reform and reauthorization of the Superfund program. The Subcommittee heard from EPA, State and local officials, representatives of the business and development communities, and environmental and community organizations. H.R. 1300 was reported, as amended, by the Committee on Transportation and Infrastructure on August 5, 1999.

On May 26, 1999, the Subcommittee held a hearing on the Administration's Harbor Services User Fee and Harbor Services Fund Proposal. The hearing focused on the Administration's response to the Supreme Court's March 1998 ruling invalidating the harbor maintenance tax, as applied to exports. The Subcommittee heard from the Corps of Engineers and national organizations addressing harbor financing and the Administration's legislative proposal.

On June 22, 1999, the Subcommittee held a hearing on Clean Water Infrastructure and Wet Weather Flows legislation. The hearing focused on legislation addressing reauthorization of the Environmental Protection Agency's Clean Water Act State Revolving Fund (SRF) (later introduced by Representative Kelly as H.R. 2720), combined sewer overflows (H.R. 828), and other wet weather flows (sanitary sewer overflows and storm water) (H.R. 3570). The hearing also reviewed the importance of investing in wastewater infrastructure. Testimony was heard from EPA, State and local officials, and representatives of various environmental and rural interests. H.R. 828 was amended and reported by the Committee on Transportation and Infrastructure on September 27, 2000. The text of H.R. 828, as amended, was included as section 112 of Division B of the Labor, Health and Human Services, and Education and Related Agencies Appropriations Act for Fiscal Year 2001.

On July 13, 1999, the Subcommittee held a hearing on Estuaries and Coastal Water Quality legislation. The hearing focused on several bills related to protection of our national estuaries (H.R. 1237, H.R. 1775, H.R. 1096) and two area-specific bills related to water quality issues in Long Island Sound (H.R. 855) and the Florida Keys (H.R. 673). Testimony was heard from Members of Congress, EPA, NOAA, Army Corps of Engineers, and nonfederal governmental and nongovernmental interests. H.R. 1237 was ordered reported by the Committee on Transportation and Infrastructure on April 11, 2000, and passed the House on May 8, 2000. H.R. 1775 was ordered reported by the Transportation and Infrastructure Committee on March 16, 2000, and the Resources Committee on May 24, 2000. H.R. 1775 passed the House on September 12, 2000. H.R. 673 was ordered reported by the Committee on Transportation and Infrastructure on April 11, 2000 and passed the House on May 3, 2000. Both H.R. 1237 and H.R. 1775, as amended, were enacted as part of the conference report on S. 835, the Estuaries and Clean Waters Act of 2000. Legislation similar to H.R. 673 was enacted as section 109 of Division B of Labor, Health and Human Services, and Education and Related Agencies Appropriations Act for Fiscal Year 2001.

On September 22, 1999, the Subcommittee held a hearing on Tennessee Valley Authority (TVA) Electricity Restructuring and General Oversight. The hearing focused on TVA issues related to current federal and state efforts to restructure the electricity industry and general TVA oversight, particularly TVA's efforts to reduce its debt. The Subcommittee heard testimony from TVA, retail distributors of TVA power, investor-owned utilities surrounding the TVA border, and the General Accounting Office.

On September 24, 1999, the Subcommittee held a hearing on H.R. 728, "The Small Watershed Rehabilitation Amendments of 1999" and the NRCS's Small Watershed Program. The hearing focused on H.R. 728, the Natural Resources Conservation Service's Small Watershed program, including the proposed project for the Middle Deep Red Run Creek Watershed in Oklahoma. The Subcommittee heard testimony from Representative Lucas, NRCS, the Association of State Dam Safety Officials, and American Rivers. The Committee on Transportation and Infrastructure reported H.R. 728 on November 10, 1999. The Committee on Agriculture also

amended the bill and reported it on April 4, 2000. The Committee on Resources was discharged on April 4, 2000. H.R. 728 passed the House, as amended, under suspension of the rules on July 17, 2000. H.R. 728 was attached to H.R. 4788, the Grain Standards and Warehouse Improvement Act of 2000, which passed the House on October 10, 2000, and was cleared for the President by the Senate on October 24, 2000. The bill became Public Law 106-472.

On September 29, 1999, the Subcommittee held a hearing on the role of the Corps of Engineers in H.R. 910, the "San Gabriel Basin Water Quality Initiative" and the "Formerly Utilized Sites Remedial Action Program". The hearing focused on the role of the Corps of Engineers in hazardous, toxic, and radioactive waste remediation. Testimony was heard from Members of Congress, the Corps of Engineers, and local representatives from California. An amended bill was order reported by the Subcommittee on Water Resources and Environment on March 8, 2000. The Committee on Transportation and Infrastructure reported H.R. 910, as amended, on March 16, 2000. The House passed H.R. 910 on March 28, 2000, under suspension of the rules. The text of H.R. 910 was enacted as section 110 of Division B of the Labor, Health and Human Services, and Education and Related Agencies Appropriations Act for Fiscal Year 2001.

On October 6, 1999, the Subcommittee held a hearing on H.R. 2332, the Binational Great Lakes-Seaway Enhancement Act of 1999, a proposal to establish a single binational Saint Lawrence Seaway Corporation that would be intended to run the Seaway more efficiently and stimulate more international customers and establish a binational Great Lakes Development Bank to provide assistance for maritime infrastructure in the Great Lakes and Saint Lawrence Seaway. Testimony was heard from a member of the Canadian Parliament, the Honorable Joe Comussi, the Saint Lawrence Seaway Development Corporation, and witnesses from ports, shippers, and ship owners.

On October 18, 1999, the Subcommittee held a field hearing in Cooperstown, New York to receive testimony on Clean Lakes and Water Quality Management, including H.R. 2328, a bill to reauthorize the Clean Water Act's Clean Lakes Program. Testimony was heard from the Army Corps of Engineers, EPA, the New York State Department of Environmental Conservation, university research/education institutes, and the North American Lake Management Society. The Committee on Transportation and Infrastructure ordered H.R. 2328 reported on March 16, 2000, and the House passed the bill on April 12, 2000. H.R. 2328 was enacted into law as title VII of the conference report on S. 835, Public Law 106-457.

On November 3, 1999, the Subcommittee held a hearing on Harbor and Inland Waterways Financing. The hearing focused on the importance of harbors and inland waterways to the nation, the infrastructure needs of navigation systems, the adequacy of financing mechanisms, and the ability of financing mechanisms to meet future needs. Testimony was heard from the GAO, state and local officials, and national organizational interests.

On February 9, 2000, the Subcommittee held a hearing to receive testimony on agency budget requests and program priorities for FY 2001 from various agencies under the Subcommittee's jurisdiction,

including the Army Corps of Engineers, Environmental Protection Agency, Tennessee Valley Authority, St. Lawrence Seaway Development Corporation, Natural Resources Conservation Service, and National Oceanic and Atmospheric Administration.

The Subcommittee held hearings on February 10, and February 15, 2000, to receive testimony on EPA's proposed Clean Water Act regulations regarding Total Maximum Daily Loads (TMDLs), the National Pollutant Discharge Elimination System (NPDES), and the Federal Anti-Degradation Policy. The Subcommittee heard from EPA, State and local government officials, as well as representatives of the regulated community and environmental advocacy organizations.

On February 29, 2000, the Subcommittee held a hearing on H.R. 3313, the Long Island Sound Restoration Act, and H.R. 2957, the Lake Pontchartrain Basin Restoration Act of 1999. H.R. 3313 reauthorizes funding for the Long Island Sound program and encourages EPA's Long Island Sound Office to help establish a nitrogen credit-trading program within its watershed general permit program. H.R. 2957 adds a new section to title I of the Clean Water Act to establish a Lake Pontchartrain Basin program. Testimony was heard from Members of Congress, Governors of New York and Connecticut, and representatives of governmental and nongovernmental organizations. The Committee on Transportation and Infrastructure reported H.R. 3313 and H.R. 2957, as amended, on April 11, 2000. The House passed H.R. 3313 on May 9, 2000. The House passed H.R. 2957 on May 3, 2000. H.R. 3313 was enacted as title IV and H.R. 2957 was enacted as title V of the conference report on S. 835, Public Law 106-457.

On March 1, 2000, the Subcommittee held a hearing on restoration of the Everglades and South Florida Ecosystem. The Subcommittee heard testimony from Members of Congress, representatives of the Department of the Army and the Interior, the State of Florida, area Tribes, agricultural interests, utility districts, landowners, and environmental organizations. Legislation on Everglades Restoration was included in title VI of the conference report on S. 2796, the Water Resources Development Act of 2000, Public Law 106-541.

On March 8, and 22, 2000, the Subcommittee held hearings on proposals for a Water Resources Development Act of 2000 to provide for the conservation and development of water and related resources and to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States. The Subcommittee heard testimony from Members of Congress and the Department of the Army on the Administration's proposal for WRDA 2000 and on the allegations of misconduct surrounding the Corps' Upper Mississippi and Illinois Rivers Navigation Study. The conference report on S. 2796, the Water Resources Development Act of 2000, passed the House on November 3, 2000, and became Public Law 106-541.

On April 12, 2000, the Subcommittee held a hearing on H.R. 3670, and Great Lakes Sediment Remediation. H.R. 3670 proposed to amend section 118 of the Clean Water Act to authorize \$50 million a year for each of fiscal years 2001 through 2005 for EPA to make grants to States, Indian tribes, interstate agencies, and local

governments for projects to improve water quality at Areas of Concern, with a Federal cost share of up to 60%. H.R. 3670 also would have authorized projects to improve degraded fresh water estuary habitat, with a Federal cost share of up to 65 percent. Finally, H.R. 3670 would have reauthorized the Great Lakes Program for fiscal years 2001 through 2005 and authorizes \$40 million a year for EPA to carry out that program. The Subcommittee heard testimony from the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers, and representatives of environmental, industry, and academic organizations.

SUMMARY OF OVERSIGHT ACTIVITIES

WATER RESOURCES AND ENVIRONMENT

1. *Army Corps of Engineers (Corps)—Water Resources Program.* The plan included a review of the Corps' efforts to improve the efficiency and effectiveness of the organization and management of the water resources program and efforts to improve the efficiency, effectiveness and fairness of the agency's regulatory program, especially in the area of wetlands and dredging activities. The Subcommittee held a hearing on May 26, 1999 on the Administration's Harbor Services User Fee and Harbor Services Fund Proposal and another hearing on November 3, 1999 on harbor and inland waterways financing. The Subcommittee held two hearings in March 2000 in connection with proposals for a Water Resources Development Act of 2000, and to review the water resources programs of the Army Corps of Engineers. These hearings resulted in the development of the Water Resources Development Act of 2000, P.L. 106-541.

2. *Environmental Protection Agency (EPA)—Clean Water Act and Water Infrastructure Programs.* The plan included a review of wastewater treatment and water pollution control funding issues; market-based, watershed-based, and performance-based approaches to regulation with emphasis on economic incentives and innovative alternatives; and particular efforts to improve the management of combined and sanitary sewer overflows, stormwater, and nonpoint source pollution. The plan also included a review of water infrastructure provisions and programs contained in the Safe Drinking Water Act Amendments of 1996. The Subcommittee held a hearing in February 1999 to receive testimony from Governors to describe principles and priorities for implementation and reauthorization of the Clean Water Act. On June 22, 1999, the Subcommittee held a hearing on Clean Water Infrastructure and Wet Weather Flows legislation, including H.R. 828, and the importance of investing in environmental infrastructure. H.R. 828, addressing combined sewer overflows, sanitary sewer overflows and other wet weather flows, was reported by the Committee and enacted in amended form as section 112 of Division B of the Labor, Health and Human Services, and Education and Related Agencies Appropriations Act for Fiscal Year 2001. On October 18, 1999, the Subcommittee held a field hearing in Cooperstown, New York, to receive testimony on the Clean Lakes Program and water quality management, and H.R. 2328, a bill to reauthorize the Clean Lakes Program. H.R. 2328 was enacted as part of the conference report on S. 835 (P.L. 106-457). In February 2000, the Subcommittee held two hearings on EPA's proposed regulations regarding "Total Maximum Daily Loads."

3. *Corps/EPA/National Oceanic Atmospheric Administration (NOAA)—Ocean and Coastal Programs.* The plan included a review of dredged material management and disposal under the Ocean Dumping Act, Water Resources Development Act, and Clean Water Act and various ocean and coastal water quality issues under the Clean Water Act, Coastal Zone Management Act, and Coastal Zone Act Reauthorization Amendments. On June 13, 1999, the Subcommittee held a hearing on Estuaries and Coastal Water Quality legislation. Two of the bills addressing estuaries that were reviewed at that hearing, H.R. 1237 and H.R. 1775, were enacted as part of the conference report on S. 835 (P.L. 106–457). Another bill, H.R. 673, addressing water infrastructure needs in the Florida Keys, passed the House and was enacted in amended form as section 109 of Division B of Labor, Health and Human Services, and Education and Related Agencies Appropriations Act for Fiscal Year 2001. On February 29, 2000, the Subcommittee held a hearing on H.R. 3313, the “Long Island Sound Restoration Act” and H.R. 2957, the “Lake Pontchartrain Basin Restoration Act of 1999”. H.R. 3313 was enacted as title IV and H.R. 2957 was enacted as title V of the conference report on S. 835 (P.L. 106–457). On April 12, 2000, the Subcommittee heard testimony from EPA and the Corps of Engineers on the issue of Great Lakes sediment remediation, including H.R. 3670, a bill that would have, among other things, authorized Federal grants for improvement of water quality in the Great Lakes Areas of Concern.

4. *EPA—Superfund/CERCLA.* The plan included a review of efforts to improve the efficiency, effectiveness and fairness of the cleanup process; a review of the liability and financing mechanisms under the current Superfund program; a review of the cleanup provisions under the current Superfund program; and a review of the relationships among the States, EPA and other Federal entities, in implementing the Superfund program. The Subcommittee held a hearing on May 12, 1999, on H.R. 1300, the “Recycle America’s Land Act,” and issues related to brownfields redevelopment, and reform and reauthorization of the Superfund program. H.R. 1300 was ordered reported by the Committee on Transportation and Infrastructure on August 5, 1999.

5. *Federal Emergency Management Agency (FEMA)—Disaster Relief Program.* The plan included a review of hazard mitigation activities, disaster declaration and response efforts by FEMA; and a review of efforts to improve the availability of insurance for catastrophic natural disasters. Jurisdiction over FEMA was transferred to the Oversight, Investigations, and Emergency Management Subcommittee during the 106th Congress.

6. *Tennessee Valley Authority (TVA).* The plan included a review of TVA’s programs supported by Congressional appropriations (such as Land Between the Lakes), TVA’s energy generation program and operations in a less regulated marketplace, and the impact of TVA debt on its rate payers. On September 22, 1999, the Subcommittee held a hearing on TVA Electricity Restructuring and General Oversight. The hearing focused on TVA issues related to current federal and state efforts to restructure the electricity industry and to discuss general TVA oversight, particularly TVA’s efforts to reduce its debt.

7. *Saint Lawrence Seaway Development Corporation (SLSDC)*. The plan included a review of the efficiency and effectiveness of SLSDC's current operations and structure and its relation to the St. Lawrence Seaway Authority—its Canadian counterpart. On October 6, 1999, the Subcommittee held a hearing on H.R. 2332, the "Binational Great Lakes-Seaway Enhancement Act of 1999," a proposal to establish a single binational Saint Lawrence Seaway Corporation that would be intended to run the Seaway more efficiently and stimulate more international customers and establish a binational Great Lakes Development Bank to provide assistance for maritime infrastructure in the Great Lakes and Saint Lawrence Seaway.

8. *Coast Guard and EPA—Oil Pollution Act (OPA)*. The plan included a review of the oil spill liability provisions under OPA and a review of oil spill technologies and planning and response mechanisms under OPA and the Clean Water Act. On March 24, 1999, the Subcommittee held a joint hearing with the Coast Guard and Maritime Transportation Subcommittee on the Oil Pollution Act of 1990. The hearing focused on the effectiveness of the Oil Pollution Act in providing a comprehensive national system for oil spill prevention, compensation, and cleanup.

9. *Coast Guard/EPA/Corps—National Invasive Species Act*. The plan included a review, along with the Coast Guard and Maritime Transportation Subcommittee, of efforts by various agencies to implement the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990, as amended by the National Invasive Species Act of 1996, and the effectiveness of those efforts. No formal oversight was conducted on this issue although significant issues relating to aquatic nuisance species were examined in the context of Army Corps of Engineers and EPA programs.

10. *Corps and EPA—Regional Water Quality and Supply Issues*. The plan included a review of regional and local controversies involving water quality, water supply, environmental protection and flood control. The Subcommittee held a hearing in March 2000 in connection with proposals for Florida Everglades Restoration. Legislation on restoration of the Everglades was included in the Water Resources Development Act of 2000, P.L. 106-541. The Subcommittee also held a September 29, 1999 hearing on the role of the Corps of Engineers in H.R. 910, the "San Gabriel Basin Water Quality Initiative." H.R. 910 was enacted in amended form as section 110 of Division B of the Labor, Health and Human Services, and Education and Related Agencies Appropriations Act for Fiscal Year 2001.

11. *Natural Resources Conservation Service (NRCS)—Small Watershed Program*. The plan included a review of the Small Watershed Program, authorized under P.L. 83-566, and conducted by the U.S. Department of Agriculture's NRCS. On September 24, 1999, the Subcommittee held a hearing on H.R. 728, "The Small Watershed Rehabilitation Amendments of 1999" and the NRCS's Small Watershed Program. The hearing focused on H.R. 728 and the Natural Resources Conservation Service's Small Watershed program. H.R. 728 was attached to H.R. 4788, the Grain Standards and Warehouse Improvement Act of 2000, which became Public Law 106-472.

12. *Agency Innovation and Compliance with the Government Performance and Results Act.* The plan included a review of various agency efforts to implement the Government Performance and Results Act. Particular attention would also be given to efforts of agencies, such as EPA and the Corps, to improve environmental results by encouraging regulatory innovation through market-based approaches and other approaches undertaken by State and local governments. The Subcommittee held hearings on February 10, 1999, and February 9, 2000, to receive testimony on agency budget requests and program priorities for FY 2000 and FY 2001 from various agencies under the Subcommittee's jurisdiction (Army Corps of Engineers, Environmental Protection Agency, Tennessee Valley Authority, St. Lawrence Seaway Development Corporation, Natural Resources Conservation Service, and National Oceanic and Atmospheric Administration).

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959

Date referred	Date approved	Location	Project
.....	May 27, 1999	Montgomery, AL	Resolution authorizing appropriations for the alteration of the Frank M. Johnson, Jr. Federal Building and United States Courthouse located at 15 Lee Street in Montgomery, AL.
.....	May 27, 1999	Anchorage, AK	Resolution authorizing appropriations for the alteration of the Federal Building and United States Courthouse located at 222 West 7th Avenue and the annex located adjacent at 222 West 8th Avenue in Anchorage, AK.
.....	May 27, 1999	Menlo Park, CA	Resolution authorizing appropriations for the alteration of the USGS Building One located at 345 Middlefield Road in Menlo Park, CA.
.....	May 27, 1999	Menlo Park, CA	Resolution authorizing appropriations for the alteration of USGS Building Two located at 345 Middlefield Road in Menlo Park, CA.
.....	May 27, 1999	Sacramento, CA	Resolution authorizing appropriations for the alteration of the John E. Moss Federal Building located at 650 Capital Mall in Sacramento, CA.
.....	May 27, 1999	Baltimore, MD	Resolution authorizing appropriations for the alteration of the Metro West Building located at Mulberry and Greene Streets in Baltimore, MD.
.....	May 27, 1999	Woodlawn, MD	Resolution authorizing appropriations for the alteration of the annex building located at 6401 Security Boulevard in Woodlawn, MD.
.....	May 27, 1999	Fort Snelling, MN	Resolution authorizing appropriations for the alteration of the Bishop H. Whipple Federal Building located at One Federal Drive in Fort Snelling, MN.
.....	May 27, 1999	Albuquerque, NM	Resolution authorizing appropriations for the alteration of the Chavez Federal Building located at 500 Gold Avenue in Albuquerque, NM.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	May 27, 1999	Cleveland, OH	Resolution authorizing appropriations for the alteration of the Anthony J. Celebrezze Federal Building located at 1240 East Ninth Street in Cleveland, OH.
.....	May 27, 1999	Sault Sainte Marie, MI	Resolution authorizing appropriations for the construction of a 45,300 gross square foot border station plus nine inside parking spaces and 37 outside parking spaces, located adjacent to the south bound lanes of the International Toll Bridge that spans Lake Superior between the State of Michigan and the Province of Ontario.
.....	May 27, 1999	Roosville, MT	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 28,378 gross square foot United States border station, including appropriate parking in Roosville, MT.
.....	May 27, 1999	Sweetgrass, MT	Resolution authorizing appropriations for the construction of a 42,383 gross square foot border station, plus half of the shared space of 18,075 gross square foot, plus 15 inside parking spaces and 89 outside parking spaces, located at the intersection of Interstate Highway 15 and the United States-Canadian border.
.....	May 27, 1999	New York, NY	Resolution authorizing appropriations for the demolition of the United States Mission to the United Nations building located at 799 United Nations Plaza in midtown Manhattan in New York, NY.
.....	May 27, 1999	Fort Hancock, TX	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 9,659 gross square foot United States border station, including appropriate parking, in Fort Hancock, TX.
.....	May 27, 1999	Oroville, WA	Resolution authorizing appropriations for the construction of a 68,757 gross square foot border station, plus 124 outside parking spaces, located five miles north of the town of Oroville on United States Route 97.
.....	May 27, 1999	Oklahoma City, OK	Resolution to authorize appropriations for the site acquisition, design, and construction of a Federal campus in Oklahoma City, OK.
.....	May 27, 1999	Woodlawn, MD	Resolution authorizing appropriations for the design and construction of a 31,000 gross square foot Social Security Administration Day Care Center in Woodlawn, MD.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	May 27, 1999	Resolution authorizing appropriations for elevator and escalator modernization or replacement in five different buildings.
.....	May 27, 1999	Resolution authorizing appropriations for 13 alteration projects during fiscal year 2000 that are scheduled for construction in future years.
.....	Aug. 5, 1999	Washington, DC	Resolution to authorize appropriations for the alteration of the Federal building located at 1724 F Street, Northwest, in Washington, DC.
.....	Aug. 5, 1999	Seattle, WA	Resolution authorizing appropriations for a lease of 59,400 to 67,500 rentable square feet of space and 20 parking spaces for the United States Attorney's Office, currently located at Seafirst Fifth Avenue Plaza in Seattle, WA.
.....	Nov. 10, 1999	Miami, FL	Resolution to authorize appropriations to purchase, lease purchase in accordance with existing scoring rules, lease with an option to purchase or lease up to approximately 14,308 rentable square feet of space, 538 parking spaces and 19 acres adjacent to the headquarters facility for a buffer zone for the United States Southern Command Headquarters in Miami, FL.
.....	Nov. 10, 1999	Washington, DC	Resolution to authorize appropriations for the interim lease of a headquarters building for the Department of Transportation of approximately 1,315,984 rentable square feet of space, plus 1,555 inside parking spaces.
.....	Nov. 10, 1999	Washington, DC	Resolution to authorize appropriations to lease up to approximately 91,260 rentable square feet of space for the Department of Justice currently located at National Place, 1331 Pennsylvania Avenue in Washington, DC.
.....	Nov. 10, 1999	Washington, DC	Resolution to authorize appropriations to lease up to approximately 262,906 rentable square feet of space for the Small Business Administration currently located at 409 3rd Street, in Southwest, in Washington, DC.
.....	Nov. 10, 1999	Washington, DC	Resolution authorizing appropriations to lease up to approximately 228,743 rentable square feet of space and 24 inside parking spaces for the Department of Education currently located at GSA's Regional Office Building at 7th Street and D Street, Southwest, and the Portals Building at 1250 Maryland Avenue, Southwest, in Washington, DC.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	Nov. 10, 1999	Alexandria, VA	Resolution authorizing appropriations to lease up to approximately 309,376 rentable square feet of space for the Department of Defense currently located at 2461 Eisenhower Avenue in Alexandria, VA.
.....	Nov. 10, 1999	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 140,370 rentable square feet of space for the Department of Defense currently located at Ballston Center Tower, 2801 North Randolph Street in Arlington, VA.
.....	Nov. 10, 1999	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 154,978 rentable square feet of space for the Department of State currently located at 1800 North Kent Street in Arlington, VA.
.....	Nov. 10, 1999	Suburban Maryland	Resolution authorizing appropriations to lease up to approximately 178,789 rentable square feet of space for the Department of Health and Human Services Centers for Disease Control currently located at Metro III in Hyattsville, MD.
.....	Nov. 10, 1999	Montgomery County, MD	Resolution authorizing appropriations to lease up to approximately 88,690 rentable square feet for the National Institutes of Health currently located at 6100 Executive Boulevard in Rockville, MD.
.....	Nov. 10, 1999	Las Vegas, NV	Resolution authorizing appropriations to lease up to approximately 81,324 square feet of space for the Internal Revenue Service currently located at 4750 West Oxley Boulevard in Las Vegas, NV.
.....	Nov. 10, 1999	Central Nassau City, NY	Resolution authorizing appropriations to lease up to approximately 92,500 square feet of space for the Internal Revenue Service currently located at 107 Charles Lindbergh Boulevard in Garden City, NY
.....	Nov. 10, 1999	Philadelphia, PA	Resolution authorizing appropriations to lease up to approximately 452,262 rentable square feet of space for the Internal Revenue Service located at 11601 Roosevelt Boulevard in Philadelphia, PA.
.....	Nov. 10, 1999	Seattle, WA	Resolution authorizing appropriations to lease up to approximately 125,000 square feet of rentable square feet of space for the Immigration and Naturalization Service currently located at 815 Airport Way in Seattle, WA.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	Nov. 10, 1999	Washington, DC	Resolution to amend the resolution approved by the Committee on October 9, 1998, to include authority to enter into interim leases for the Bureau of Alcohol, Tobacco and Firearms located at 650 Massachusetts Avenue, Northwest, in Washington, DC, and Techworld Plaza at 800 K Street, Northwest, in Washington, DC, until the completion of the headquarters building.
.....	June 21, 2000	Phoenix, AZ	Resolution authorizing appropriations for the alteration of the Phoenix Federal Building/Courthouse located at 230 North First Street, Phoenix, AZ.
.....	June 21, 2000	Santa Ana, CA	Resolution authorizing appropriations for the alteration of the Santa Ana Federal Building located at 43 Civic Center, Santa Ana, CA.
.....	June 21, 2000	Washington, DC	Resolution authorizing appropriations for the alteration of the IRS Headquarters located in Washington, DC.
.....	June 21, 2000	Woodlawn, MD	Resolution authorizing appropriations for the alteration of the SSA National Computer Center located in Woodlawn, MD.
.....	June 21, 2000	Detroit, MI	Resolution authorizing appropriations for the alteration of the P.V. McNamara Federal Building located in Detroit, MI.
.....	June 21, 2000	Kansas City, MO	Resolution authorizing appropriations for the alteration of the Richard Bolling Federal Building located in Kansas City, MO.
.....	June 21, 2000	Kansas City, MO	Resolution authorizing appropriations for the alteration of the Federal Building located at 8930 Ward Parkway, Kansas City, MO.
.....	June 21, 2000	Omaha, NE	Resolution authorizing appropriations for the alteration of the Edward Zorinsky Federal Building located in Omaha, NE.
.....	June 21, 2000	New York, NY	Resolution authorizing appropriations for the alteration of the United States Courthouse located at 40 Foley Square, New York, NY.
.....	June 21, 2000	Cincinnati, OH	Resolution authorizing appropriations for the alteration of the Potter Stewart United States Courthouse located in Cincinnati, OH.
.....	June 21, 2000	Pittsburgh, PA	Resolution authorizing appropriations for the alteration of the Pittsburgh United States Post Office and Courthouse located in Cincinnati, OH.
.....	June 21, 2000	Salt Lake City, UT	Resolution authorizing appropriations for the alteration of the Wallace F. Bennett Federal Building located in Salt Lake City, UT.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	June 21, 2000	Reston, VA	Resolution authorizing appropriations for the alteration of the J.W. Powell Federal Building located in Reston, VA.
.....	June 21, 2000	Resolution authorizing appropriations for the design of alterations projects during fiscal year 2001 that are scheduled for construction in future years.
.....	June 21, 2000	Washington, DC	Resolution authorizing appropriations for the construction of a 422,000 gross square foot building, including 200 inside parking spaces, for the headquarters of the ATF to be located in Washington, DC.
.....	June 21, 2000	Jackman, ME	Resolution authorizing appropriations for the design and review of a 20,040 gross square foot United States border station, including eight inside parking spaces, located in Jackman, ME.
.....	June 21, 2000	Suitland, MD	Resolution authorizing appropriations for the design of a 383,271 gross square foot facility and structured parking garage with 500 parking spaces, for the NOAA located in Suitland, MD.
.....	June 21, 2000	Saulte Sainte Marie, MI	Resolution authorizing appropriations for the construction of a 52,846 square foot United States border station, including 157 outside parking spaces, located in Saulte Sainte Marie, MI.
.....	June 21, 2000	Eureka, MT	Resolution authorizing appropriations for the construction of a 26,013 gross square foot United States border station, including six inside parking spaces and 43 outside parking spaces, located in Eureka, MT.
.....	June 21, 2000	Raymond, MT	Resolution authorizing appropriations for the design of a 25,671 gross square foot United States border station, including six inside parking spaces and 36 outside parking spaces, located in Raymond, MT.
.....	June 21, 2000	New York, NY	Resolution authorizing appropriations for the construction of a 141,307 gross square foot facility, including ten inside parking spaces, for the United States Mission to the United Nations in New York, NY.
.....	June 21, 2000	Del Rio, TX	Resolution authorizing appropriations for the design of a 162,073 gross square foot United States border station, including 170 outside parking spaces, located in Del Rio, TX.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	June 21, 2000	Eagle Pass, TX	Resolution authorizing appropriations for the design of a 229,617 gross square foot United States border station, including canopies and 130 outside parking spaces, located in Eagle Pass, TX.
.....	June 21, 2000	Ft. Hancock, TX	Resolution authorizing appropriations for the construction of a 9,959 gross square foot United States border station, including canopies and 33 outside parking spaces, located in Ft. Hancock, TX.
.....	June 21, 2000	Houston, TX	Resolution authorizing appropriations for the acquisition of a site and the design construction of a 394,750 gross square foot field office, including 345 inside parking spaces and 50 outside parking spaces for the FBI located in Houston, TX.
.....	June 21, 2000	Washington, DC	Resolution authorizing appropriations for the lease of approximately 176,503 rentable square feet of space including 20 parking spaces for the Department of Interior currently located in leased space at 1620 L Street, NW, Washington, DC.
.....	June 21, 2000	Cleveland, OH	Resolution authorizing appropriations to lease up to 126,912 rentable gross square feet of space and 175 parking spaces for the FBI Field Office currently located in Cleveland, OH.
.....	June 21, 2000	San Francisco or Oakland, CA	Resolution authorizing appropriations to lease up to approximately 65,000 gross square feet of space and six parking spaces for the National Park Service currently located at 600 Harrison Street, San Francisco, CA.
.....	July 26, 2000	Kansas City, MO	Resolution authorizing appropriations for the design and review for the repair and alteration of the existing vacated United States courthouse located at 811 Grand, Kansas City, MO.
.....	July 26, 2000	Fresno, CA	Resolution authorizing appropriations for the construction of a 428,376 gross square foot United States courthouse, including 112 inside parking spaces, located in Fresno, CA.
.....	July 26, 2000	Little Rock, AR	Resolution authorizing appropriations for additional design for the construction of a 132,003 gross square foot addition, including 55 inside parking spaces, and construction of alterations to the existing United States Post Office-Courthouse located at 600 Capitol street in Little Rock, AR.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	July 26, 2000	Norfolk, VA	Resolution authorizing appropriations for the acquisition of a site and the design for the alteration of the existing courthouse and construction of an annex for a 399,394 gross square foot United States courthouse, including 47 inside parking spaces, located in Norfolk, VA.
.....	July 26, 2000	Washington, DC	Resolution authorizing appropriations for the construction of a 327,600 square foot annex building and for the renovations to the existing courthouse, including 250 parking spaces, for the E. Barrett Prettyman United States Courthouse located in Washington, DC.
.....	July 26, 2000	Nashville, TN	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 310,294 gross square foot United States courthouse, including 169 inside parking spaces, located in Nashville, TN.
.....	July 26, 2000	Richmond, VA	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 259,688 gross square foot United States courthouse, including 64 inside parking spaces, located in Richmond, VA.
.....	July 26, 2000	Las Cruces, NM	Resolution authorizing appropriations for the design of a 197,577 gross square foot United States courthouse, on government owned land, including 70 inside parking spaces, located in Las Cruces, NM.
.....	July 26, 2000	Mobile, AL	Resolution authorizing appropriations for the acquisition of a site and design for the construction of a 305,361 gross square foot United States courthouse, including 50 inside parking spaces, located in Mobile, AL.
.....	July 26, 2000	Cedar Rapids, IA	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 246,187 gross square foot United States courthouse, including 40 inside parking spaces, located in Cedar Rapids, IA.
.....	July 26, 2000	Rockford, IL	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 129,800 gross square foot United States courthouse, including 33 inside parking spaces and 100 outside parking spaces, located in Rockford, IL.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	July 26, 2000	Seattle, WA	Resolution authorizing appropriations for the construction of a 634,763 gross square foot United States courthouse, including 180 inside parking spaces, located in Seattle, WA.
.....	July 26, 2000	Buffalo, NY	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 153,296 gross square foot United States courthouse annex, including 40 inside parking spaces, located in Buffalo, NY.
.....	July 26, 2000	Gulfport, MS	Resolution authorizing appropriations for the construction of a 219,897 gross square foot United States courthouse, including 50 inside parking spaces, located in Biloxi/Gulfport, MS.
.....	July 26, 2000	El Paso, TX	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 221,613 gross square foot United States courthouse, including 60 inside parking space, located in El Paso, TX.
.....	July 26, 2000	Los Angeles, CA	Resolution authorizing appropriations for the acquisition of a site and the design for the construction of a 1,016,300 gross square foot United States courthouse, including 150 inside parking spaces, located in Los Angeles, CA.
.....	July 26, 2000	Erie, PA	Resolution authorizing appropriations for the alteration of the existing courthouse and construction of an annex for a 134,794 gross square foot United States courthouse complex, including 18 inside parking spaces, located in Erie, PA.
.....	July 26, 2000	San Francisco, CA	Resolution authorizing appropriations to lease up to approximately 93,000 rentable square feet of space and seven parking spaces for the Internal Revenue Service currently located at 1650 Mission Street, San Francisco, CA.
.....	Sept. 27, 2000	Fresno, CA	Resolution authorizing appropriations to lease up to approximately 531,976 rentable square feet of space for the Internal Revenue Service currently located at 5045 East Butler, Fresno, CA.
.....	Sept. 27, 2000	Washington, DC	Resolution authorizing appropriations to lease up to approximately 339,247 rentable square feet of space and 12 parking spaces for the Federal Emergency Management Agency currently located at 500 C Street, SW, Washington, DC.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	Sept. 27, 2000	Washington, DC	Resolution authorizing appropriations to lease up to approximately 113,525 rentable square feet of space for the Department of Justice, currently located at 901 E Street, NW, Washington, DC.
.....	Sept. 27, 2000	Washington, DC	Resolution authorizing appropriations to lease up to approximately 151,367 rentable square feet of space and 10 indoor parking spaces for the Veterans Administration, Department of Justice, General Services Administration, Bureau of Alcohol, Tobacco and Firearms, and the United States Japan Friendship Commission currently located at 1120 Vermont Avenue, Washington, DC.
.....	Sept. 27, 2000	Washington, DC	Resolution authorizing appropriations to lease up to approximately 95,569 rentable square feet of space for the Department of Housing and Urban Development currently located at 470/490 L'Enfant Plaza, SW, Washington, DC.
.....	Sept. 27, 2000	Woodlawn, MD	Resolution authorizing appropriations to lease up to approximately 824,563 rentable square feet of space and 2,132 surface parking spaces for the Social Security Administration currently located at 1500 Woodlawn Drive, Woodlawn, MD.
.....	Sept. 27, 2000	Rockville, MD	Resolution authorizing appropriations to lease up to approximately 143,494 rentable square feet of space and seven parking spaces for the Department of Health and Human Services currently located at 6010 Executive Blvd. and 2101 East Jefferson, Rockville, MD.
.....	Sept. 27, 2000	Garden City, NY	Resolution authorizing appropriations to lease up to approximately 86,250 rentable square feet of space and 625 outdoor parking spaces for the Immigration and Naturalization Service currently located at 711 Stewart Avenue, Garden City, NY.
.....	Sept. 27, 2000	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 170,459 rentable square feet for the Department of Defense currently located at Ballston Center Tower One, 800 North Quincy Street, Arlington, VA.
.....	Sept. 27, 2000	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 81,313 rentable square feet of space and three parking spaces for the Department of Labor currently located at Ballston Center Tower Three, 4015 Wilson Blvd., Arlington, VA.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	Sept. 27, 2000	Philadelphia, PA	Resolution authorizing appropriations to lease up to approximately 160,200 rentable square feet of space and 38 parking spaces for the General Services Administration currently located at 100 Penn Square East, Philadelphia, PA.
.....	Sept. 27, 2000	Las Vegas, NV	Resolution authorizing appropriations to lease up to approximately 106,955 rentable square feet of space and 160 parking spaces for the Federal Bureau of Investigation currently located at 21 North Pecos and 1202 Sharp Circle in Las Vegas, NV.
.....	Sept. 27, 2000	Stockton, CA	Resolution authorizing appropriations to lease up to approximately 1,439,694 rentable square feet of space for the General Services Administration—Federal Supply Service currently located at Rough and Ready Island, Stockton, CA.
.....	Sept. 27, 2000	Northern Virginia	Resolution authorizing appropriations to lease up to approximately 152,650 rentable square feet of space and 100 indoor parking spaces for the Department of Justice—Executive Office of Immigration Review, currently located at multiple locations throughout Northern Virginia.
.....	Sept. 27, 2000	Chicago, IL	Resolution authorizing appropriations to lease up to approximately 76,200 rentable square feet of space and 140 parking spaces for the United States Secret Service currently located at 300 South Riverside, Chicago, IL.
.....	Sept. 27, 2000	Baltimore, MD	Resolution authorizing appropriations to lease up to approximately 311,713 rentable square feet of space and 89 structured parking spaces for the Department of Transportation, Small Business Administration, Equal Employment Opportunity Commission, Department of Housing and Urban Development, and the Corps of Engineers currently located at the City Crescent Building, 10 North Howard Street, Baltimore, MD.
.....	Sept. 27, 2000	Woodlawn, MD	Resolution authorizing appropriations to lease up to approximately 131,169 rentable square feet of space and 164 structured and 11 surface parking spaces for the Federal Bureau of Investigation currently located at 7142 and 7127 Ambassador Road and 3100 Timanus Lane, Woodlawn, MD and 1520 Caton Center Road, Catonsville, MD.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued

Date referred	Date approved	Location	Project
.....	Sept. 27, 2000	Seattle, WA	Resolution authorizing appropriations to lease up to approximately 56,210 rentable square feet of space and 93 indoor parking spaces for the United States Marshals Service, the United States Customs Service, and the Food and Drug Administration currently located at 1000 Second Avenue, Seattle, WA.
.....	Sept. 27, 2000	Baltimore, MD	Resolution authorizing appropriations to lease up to approximately 392,482 rentable square feet of space for the National Institutes of Health Bayview Research Center currently located at the Bayview Campus of Johns Hopkins University, Baltimore, MD.
.....	Sept. 27, 2000	Washington, DC	Resolution authorizing appropriations to lease up to approximately 91,166 rentable square feet of space for the Federal Trade Commission currently located at 601 Pennsylvania Avenue, NW, Washington, DC.
.....	Sept. 27, 2000	Laredo, TX	Resolution authorizing appropriations for the construction of a 147,196 gross square foot United States courthouse, including 34 interior parking spaces located in Laredo, TX.

PUBLIC BUILDINGS 11B RESOLUTIONS

Date Referred	Date Approved	Location	Project
.....	March 11, 1999	Jefferson City, MO	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States District Court for Western Missouri in Jefferson City, MO.
.....	Nov. 10, 1999	Riverside-San Bernardino Counties, CA.	Resolution to investigate the feasibility and need to construct or acquire a facility to house the Federal Government offices in Riverside and San Bernardino Counties, CA.
.....	Nov. 10, 1999	San Francisco, CA	Resolution to investigate the feasibility and need to construct or acquire a facility to house the Federal Government offices in San Francisco, California Bay Area.
.....	Apr. 11, 2000	Buffalo, NY	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States Court for Western New York, in Buffalo, New York.
.....	Apr. 11, 2000	El Paso, TX	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States Court for Western Texas, in El Paso, Texas.

PUBLIC BUILDINGS 11B RESOLUTIONS—Continued

Date Referred	Date Approved	Location	Project
.....	Apr. 11, 2000	Mobile, AL	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States Court for Southern Alabama, in Mobile, Alabama.
.....	Apr. 11, 2000	Norfolk, VA	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States Court for Eastern Virginia, in Norfolk, Virginia.
.....	Apr. 11, 2000	Las Cruces, NM	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States Court for New Mexico, in Las Cruces, New Mexico.
.....	Apr. 11, 2000	Rockford, IL	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States Court for Northern Illinois, in Rockford, Illinois.
.....	Apr. 11, 2000	Cedar Rapids, IA	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States Court for Iowa, in Cedar Rapids, Iowa.
.....	Apr. 11, 2000	Nashville, TN	Resolution to investigate the feasibility and need to construct or acquire a facility to house the United States Court for Middle Tennessee, in Nashville, Tennessee.
.....	July 26, 2000	Baltimore, MD	Resolution to investigate the feasibility and need to construct or acquire a facility to house the National Institute of Health Research Center, Bayview Campus of John Hopkins University, Baltimore, Maryland.

WATER SURVEY RESOLUTIONS ADOPTED

Docket Number	Project
2592	Hudson River, NY
2593	Ventura River, CA
2594	St. Joseph River, IN
2595	City of San Bernardino, CA
2596	Port of New York and New Jersey
2597	Upper Mississippi River, MN
2598	Cities of Solana Beach and Delmar, CA
2599	St. Charles Parish, LA
2600	St. Bernard Parish, LA
2601	Hurricane Protection, LA
2602	Coastal Louisiana
2603	Johnson Creek, OR
2604	Alameda Creek
2605	Galveston Island Beach, TX
2606	Baldwin County, AL
2607	Four Pole Creek, WV
2608	North Fork Licking Creek Lake, KY
2609	Paxton Creek, Harrisburg, PA
2610	Summersville Lake Project, WV
2611	Millstone River Basin, NJ
2612	Augusta to Clarendon, White River Levee, AR

WATER SURVEY RESOLUTIONS ADOPTED—Continued

Docket Number	Project
2613	Brazoria County Shore Erosion, TX
2614	Dickinson Bayou, TX
2615	City of Brownsville, TX
2616	Upper Turkey Creek Basin, KS
2617	Surf City, NC
2618	Ocracoke Island, NC
2619	Daytona Beach Shores, FL
2620	Sabine Pass to Galveston Bay, TX
2621	Gulley Brook, OH
2622	Plaquemines Parish, LA
2623	Illinois and Michigan Canal, IL
2624	Delaware Waterfront, PA
2625	Pennypack Creek, PA
2626	Schuylkill River Basin, PA
2627	Blackberry Creek, IL
2628	Passaic River, NJ
2629	North Topsail Beach, NC
2630	Howard Bend Levee District, MO
2631	Tar River Basin, NC
2632	Hannibal Marina, MO
2633	Susquehanna River, MD and PA
2634	St. Lucie County, FL
2635	Illinois River at Beardstown, IL
2636	Bono, AR
2637	Duck Creek Watershed, OH
2638	Denver County Reach, CO
2639	Arapahoe County, CO
2640	Adams County, CO
2641	Village of Freeport, NY
2642	St. Louis Riverfront, MO and IL
2643	Eastchester Bay, NY
2644	Peckman River, NJ
2645	White River, VA
2646	St. John's County, FL
2647	Medicine Lodge and Salt Fork River Basins, KS
2648	Cross Lake, LA
2649	Ocklawaha River Basin, FL
2650	City of Fort Dodge, IA
2651	Corpus Christi Ship Channel, TX
2652	Portland Harbor, ME
2653	Searsport Harbor, ME
2654	Kihei Area Shoreline, Maui, HI
2655	Port of Brownsville, TX
2656	Donaldsville, LA
2657	Atchafalaya River Channel, LA
2658	Tennessee River Watershed

WATERSHED PROJECTS APPROVED

Date Approved	Project
11/8/99	Middle Deep Red Run Creek Watershed, OK
9/27/00	Snake River Watershed, MN

PUBLICATIONS

106-1 Meeting the Financial Needs of Airports, the FAA and the Aviation System. Hearings before the Subcommittee on Aviation, February 4, 10, and 11, 1999.

106-2 Present and Future Trends in Ground Transportation. Hearing before the Subcommittee on Ground Transportation, February 3, 1999.

106-3 Oversight of U.S. Coast Guard Expenditures. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, February 4, 1999.

106-4 Reauthorization of the Hazardous Materials Transportation Program. Hearing before the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, February 10, 1999.

106-5 Compilation of Selected Ground Transportation Laws. Volume I Laws Relating to Infrastructure and Volume II Regulatory Laws. (Committee Print.)

106-6 Compilation of Selected Railroad Laws. Volume I Laws Relating to Railroad Regulation and Volume II Laws Relating to Railroad Retirement, Unemployment, and Labor. (Committee Print.)

106-7 Agency Budgets and other Priorities for Fiscal Year 2000. Hearing before the Subcommittee on Water Resources and Environment, February 10, 1999.

106-8 Fire Safety in the House Complex. Hearing before the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, February 11, 1999.

106-9 Coast Guard and Federal Maritime Commission Fiscal Year 2000 Budget. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, February 11, 1999.

106-10 Oversight of the Office of Motor Carriers. Hearings before the Subcommittee on Ground Transportation. February 11, March 17, 25, May 26, and October 7, 1999.

106-11 Funding and Infrastructure Issues at Small and Medium Sized Airports. Field hearings before the Subcommittee on Aviation in Wichita, KS, February 22, 1999, and Huntington, WV, March 8, 1999.

106-12 Governors' Perspectives on the Clean Water Act. Hearing before the Subcommittee on Water Resources and Environment, February 23, 1999.

106-13 Aviation Passenger Rights H.R. 700, 780, and 908. Hearings before the Subcommittee on Aviation, March 10, and 18, 1999.

106-14 Oil Pollution Act of 1990. Joint hearing before the Subcommittee on Coast Guard and Maritime Transportation, and the Subcommittee on Water Resources and Environment, March 24, 1999.

106-15 Reauthorization of the NTSB. Hearing before the Subcommittee on Aviation, May 6, 1999.

106-16 GSA FY2000 Capital Improvement Program. Hearing before the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, May 11, 1999.

106-17 H.R. 1300, the Recycle America's Land Act. Hearing before the Subcommittee on Water Resources and Environment, May 12, 1999.

106-18 Future Needs of the US Marine Transportation System. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, May 13, 1999.

106-19 Administration's Harbor Services Fee Proposal. Hearing before the Subcommittee on Water Resources and Environment, May 26, 1999.

106-20 Preservation and Promotion of General Aviation Airports. Hearing before the Subcommittee on Aviation, June 9, 1999.

106-21 Preparedness Against Terrorist Attacks. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, June 9, 1999.

106-22 1998 Florida Wildfires. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, June 21, 1999.

106-23 Clean Water Infrastructure and Wet Weather Flows Legislation. Hearing before the Subcommittee on Water Resources and Environment, June 22, 1999.

106-24 The Requirement for Double Hulls Under the Oil Pollution Act of 1990. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, June 29, 1999.

106-25 Status of Airport Privatization Efforts. Hearing before the Subcommittee on Aviation, June 30, 1999.

106-26 Economic Development Compilation. Selected Economic Development and Hazardous Materials and Pipeline Transportation Laws. (Committee Print.)

106-27 Estuaries & Coastal Water Quality Legislation. Hearing before the Subcommittee on Water Resources and Environment, July 13, 1999.

106-28 Proposals for a National Health Museum. Hearing before the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, July 21, 1999.

106-29 Aviation Operations During Severe or Rapidly Changing Weather Conditions. Hearing before the Subcommittee on Aviation, July 22, 1999.

106-30 Reauthorization Of The Natural Gas And Hazardous Liquids Pipeline Safety Program. Hearing before the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, July 27, 1999.

106-31 TEA-21 Environmental Streamlining. Hearing before the Subcommittee on Ground Transportation, July 27, 1999.

106-32 H.R. 316: Cruises to Nowhere. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, July 28, 1999.

106-33 Pilot Fatigue. Hearings before the Subcommittee on Aviation, August 3, and September 15, 1999.

106-34 Effectiveness of Mitigation Spending. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, August 4, 1999. (O&I)

106-35 Ground Transportation Issues in the Pacific Northwest. Field hearing before the Subcommittee on Ground Transportation in Seattle, WA, August 31, 1999.

106-36 European Union Effort to Ban Hush-Kitted Aircraft. Hearing before the Subcommittee on Aviation, September 9, 1999.

106-37 Aircraft Electrical System Safety. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, September 15, 1999.

106-38 Air Service Problems in Upstate New York. Field hearings before the Subcommittee on Aviation in Saratoga Springs, and Cheektowaga, NY, September 20, 1999.

106-39 Tennessee Valley Authority: Electricity Restructuring and General Oversight. Hearing before the Subcommittee on Water Resources and Environment, September 22, 1999.

106-40 H.R. 728: The Small Watershed Rehabilitation Amendments of 1999 and the Natural Resources Conservation Service's Small Watershed Program. Hearing before the Subcommittee on Water Resources and Environment, September 24, 1999.

106-41 H.R. 910: The San Gabriel Basin Water Quality Initiative, and the Role of the Corps of Engineers in the formerly Utilized Sites Remedial Action Program. Hearing before the Subcommittee on Water Resources and Environment, September 29, 1999.

106-42 The Future of the Woodrow Wilson Bridge. Hearing before the Subcommittee on Ground Transportation, September 30, 1999.

106-43 Data Integrity: Financial Data. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, September 30, 1999.

106-44 H.R. 2332: The Binational Great Lakes-Seaway Enhancement Act of 1999. Hearing before the Subcommittee on Water Resources and Environment, October 6, 1999.

106-45 Cruise Ship Safety. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, October 7, 1999.

106-46 U.S. General Services Administration's Building Security Program. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, October 7, 1999.

106-47 Modernization Efforts at the Boston En Route Center. Field hearing before the Subcommittee on Aviation in Nashua, NH, October 11, 1999.

106-48 Air Service Problems in Maine. Field hearing before the Subcommittee on Aviation in Bangor, ME, October 11, 1999.

106-49 Loss of Air Service between Pittsburgh and London. Field hearing before the Subcommittee on Aviation in Pittsburgh, PA, October 12, 1999.

106-50 Recent Increase in Air Traffic Control Delays. Hearing before the Subcommittee on Aviation, October 14, 1999.

106-51 Clean Lakes and Water Quality Management. Field hearing before the Subcommittee on Water Resources and Environment in Cooperstown, NY, October 18, 1999.

106-52 Airline Competition. Hearings before the Subcommittee on Aviation, October 20 and 21, 1999.

106-53 Bellingham, WA, Hazardous Liquid Pipeline Incident. Hearing before the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, October 27, 1999.

106-54 Oversight of Amtrak. Hearing before the Subcommittee on Ground Transportation, October 28, 1999.

106-55 Coast Guard's Search and Rescue Mission. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, November 3, 1999.

106-56 Harbor and Inland Waterway Financing. Hearing before the Subcommittee on Water Resources and Environment, November 3, 1999.

106-57 Straight Out Departures at Newark. Hearing before the Subcommittee on Aviation, November 4, 1999.

106-58 EPA Grants Management. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, November 4, 1999.

106-59 Rural Infrastructure Investment. Field hearing in Bentonville, AR, November 22, 1999.

106-60 Motor Carrier Safety Improvement Act of 1999, and H.R. 3036, together with joint explanatory materials. (Committee Print.)

106-61 Federal Real Property Management: Obstacles and Innovative Approaches to Effective Property Management. Joint hearing before the Subcommittee on Government Management, Information and Technology, Committee on Government Reform, and the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, Committee on Transportation Infrastructure, April 29, 1999.

106-62 Compilation of Maritime Laws as amended through June 30, 2000. (Committee Print.)

106-63 Compilation of Selected Coast Guard and Maritime Transportation Laws as amended through June 30, 2000. (Committee Print.)

106-64 Compilation of Public Buildings Laws. (Committee Print.)

106-65 Agency Budgets and Priorities for Fiscal Year 2001. Hearing before the Subcommittee on Water Resources and Environment, February 9, 2000.

106-66 EPA's Proposed Regulation Regarding Total Maximum Daily Loads, the National Pollutant Discharge Elimination System, and the Federal Anti-Degradation Policy. Hearings before the Subcommittee on Water Resources and Environment, February 10, and 15, 2000.

106-67 The Recent Breakdown of Aviation Negotiations between the United States and the United Kingdom. Hearing before the Subcommittee on Aviation, February 15, 2000.

106-68 Flood Water Rescue. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, February 16, 2000.

106-69 FAA's Budget Request and Funding Needs. Hearing before the Subcommittee on Aviation, February 29, 2000.

106-70 Coast Guard and Federal Maritime Commission FY 2001 Budget Requests. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, February 29, 2000.

106-71 H.R. 3313, the Long Island Sound Restoration Act and H.R. 2957, the Lake Pontchartrain Basin Restoration Act. Hearing before the Subcommittee on Water Resources and Environment, February 29, 2000.

106-72 FAA's Budget Request and Funding Needs. Hearing before the Subcommittee on Aviation, March 1, 2000.

106-73 Restoration of the Everglades and South Florida Ecosystem. Hearing before the Subcommittee on Water Resources and Environment, March 1, 2000.

106-74 Proposals for a Water Resources Development Act of 2000. Hearing before the Subcommittee on Water Resources and Environment, March 8, 2000.

106-75 Implementation of the Transportation Equity Act for the 21st Century by the U.S. Department of Transportation. Hearing before the Subcommittee on Ground Transportation, March 8, 2000.

106-76 U.S. Coast Guard Fiscal Year 2001 Budget Request. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, March 15, 2000.

106-77 Aviation Security (Focusing on Training and Retention of Screeners). Hearing before the Subcommittee on Aviation, March 16, 2000.

106-78 Impact on Transportation Programs of Reducing the Federal Fuel Tax. Hearing before the Subcommittee on Ground Transportation, March 21, 2000.

106-79 Program Data Quality. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, March 22, 2000.

106-80 The Administration's Proposals for a Water Resources Development Act of 2000. Hearing before the Subcommittee on Water Resources and Environment, March 22, 2000.

106-81 GSA's FY 2001 Capital Investment Program. Hearing before the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, March 23, 2000.

106-82 U.S. Coast Guard Icebreaking Mission. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, March 29, 2000.

106-83 General Aviation Access Act. Joint Hearing before the Subcommittee on National Parks and Public Lands, Committee on Resources, and the Subcommittee on Aviation, Committee on Transportation and Infrastructure, April 6, 2000.

106-84 Preparedness Against Terrorist Attacks. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, April 6, 2000.

106-85 Issues Arising Out of the Egypt Air Crash. Hearing before the Subcommittee on Aviation, April 11, 2000.

106-86 GSA's FY 2001 Capital Investment Program. Hearing before the Subcommittee on Economic Development, Public Buildings, Hazardous Materials and Pipeline Transportation, April 11, 2000.

106–87 H.R. 3670 and Great Lakes Sediment Remediation. Hearing before the Subcommittee on Water Resources and Environment, April 12, 2000.

106–88 Fire Grants: H.R. 1168, H.R. 3155, and the Administration's Proposal for Assistance to Firemen. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, April 12, 2000.

106–89 Federal Response to Weather Related Disasters in North Carolina. Field hearing before the Subcommittee on Oversight, Investigations and Emergency Management in Carthage, NC, April 28, 2000.

106–90 Ocean Shipping Reform Act. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, May 3, 2000.

106–91 H.R. 4210: Preparedness Against Terrorism Act of 2000. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, May 4, 2000.

106–92 The Future of Aviation Technology "Is the Sky the Limit". Hearing before the Subcommittee on Aviation, May 16, 2000.

106–93 Disposal of Obsolete Maritime Administration Vessels. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, May 24, 2000.

106–94 Future of the Small Community Essential Air Service Program. Hearing before the Subcommittee on Aviation, May 25, 2000.

106–95 Coast Guard FY 2001 Operational Cuts. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, June 7, 2000.

106–96 H.R. 4441: Motor Carrier Fuel Cost Equity Act of 2000. Hearings before the Subcommittee on Ground Transportation, June 8, 2000.

106–97 Proposed United USAirways Merger. June 13 and 15, 2000.

106–98 FAA Implementation of the Aviation Medical Assistance Act of 1998 (Should Defibrillators be required on Aircraft and at Airports). Hearing before the Subcommittee on Aviation, June 20, 2000.

106–99 The Department of Transportation's Proposed Hours of Service Regulations for Motor Carriers. Hearing before the Subcommittee on Ground Transportation, June 22, 2000.

106–100 Cost Overruns and Delays in the FAA's Wide Area Augmentation System (WAAS) and Related Radio Spectrum Issues. Hearing before the Subcommittee on Aviation, June 29, 2000.

106–101 FRA Whistle Ban Law. Hearing before the Subcommittee on Ground Transportation, July 18, 2000.

106–102 Portable Electronic Devices. Hearing before the Subcommittee on Aviation, July 20, 2000.

106–103 Cost Effectiveness of Hazard Mitigation Spending. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, July 20, 2000.

106–104 Shortline Rail Infrastructure Needs. Hearing before the Subcommittee on Ground Transportation, July 25, 2000.

106-105 Trends Towards Criminalization of Aircraft Accidents. Hearing before the Subcommittee on Aviation, July 27, 2000.

106-106 Total Maximum Daily Loads. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, July 27, 2000.

106-107 U.S. DOT Proposed NEPA and Planning Rules. Hearing before the Subcommittee on Ground Transportation, September 13, 2000.

106-108 Federal Agency Shuttles. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, September 13, 2000.

106-109 Government and Industry Plans Stage 4 Commercial Aircraft. Hearing before the Subcommittee on Aviation, September 21, 2000.

106-110 Airline Delays: The Summer of Our Discontent. Hearing before the Subcommittee on Aviation, September 28, 2000.

106-111 Challenges Associated with Building New Runways. Hearing before the Subcommittee on Aviation, October 5, 2000.

106-112 Aircraft Electrical System Safety. Hearing before the Subcommittee on Oversight, Investigations and Emergency Management, October 5, 2000.

106-113 Effect of Fuel Price Increases on Airlines and Passengers. Hearing before the Subcommittee on Aviation, October 11, 2000.

106-114 Slot Lottery at LaGuardia. Hearing before the Subcommittee on Aviation, December 5, 2000.

106-115 Summary of Legislative and Oversight Activities.

